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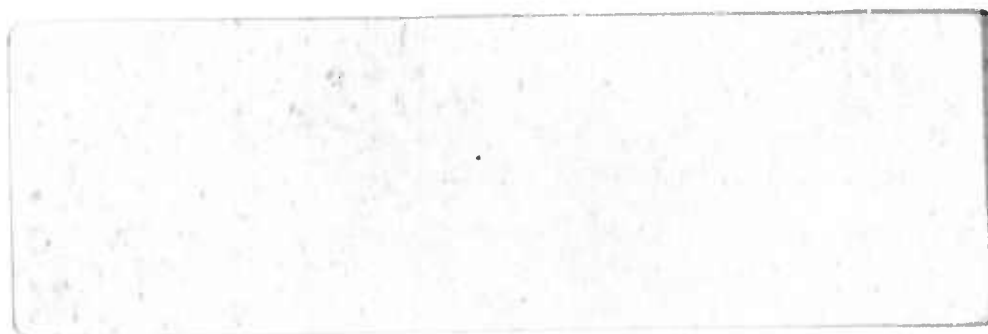
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# Technical Report

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## B-1 SYSTEMS APPROACH TO TRAINING TECHNICAL MEMORANDUM SAT-7 ✓

### TASK ANALYSIS LISTINGS

JULY 1975

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CONTRACT NO. F33657-75-C-0021

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## PREFACE

This document is one of several technical memoranda which have been delivered to the B-1 Systems Project Office (B-1 SPO) in performance of the Systems Approach to Training (SAT) Task under Contract Number F33657-75-C-0021. Each of the separate SAT documents is listed below. Additional copies may be requested from: B-1 Systems Project Office, Data Configuration Division, Wright-Patterson Air Force Base, Ohio.

<u>Technical Memoranda</u>	<u>Number</u>	<u>Author(s)</u>	<u>Date</u>
B-1 Systems Approach to Training, Final Report.	SAT- 1 Vol. 1	R. Sugarman S. Johnson W. Ring	July 1975
B-1 Systems Approach to Training, Final Report. Appendix A: Cost Details.	SAT- 1 Vol. 2	H. Reif W. Ring	July 1975
B-1 Systems Approach to Training, Final Report. Appendix B: Bibliog- raphy and Data Collection Trips.	SAT- 1 Vol. 3	A. Blair	July 1975
Behavioral Objectives for the Pilot, Copilot, and Offensive Systems Operator.	SAT- 2 Vol. 1 & 2	J. Mitchell W. Hinton S. Johnson	July 1975
Simulation Technology Assessment Report (STAR).	SAT- 3	S. Johnson J. Knight R. Sugarman	July 1975
Sorting Model for B-1 Aircrew Train- ing Data. User's and Programmer's Guide.	SAT- 4	J. Menig T. Ranney	July 1975
Training Resources Analytic Model (TRAM). User's Manual.	SAT- 5	W. Ring G. Gaidasz J. Menig W. Stortz	July 1975
Training Resources Analytic Model (TRAM). Programmer's Manual.	SAT- 6	W. Ring G. Gaidasz J. Menig	July 1975
Task Analysis Listings.	SAT- 7	J. Mitchell T. Ranney	July 1975
Control/Display Catalog and Action Verb Thesaurus.	SAT- 8	T. Ranney A. Blair	July 1975

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Task Analysis Listings

John F. Mitchell  
Thomas A. Ranney

SUMMARY

The primary mechanism for automated data maintenance for the B-1 Systems Approach to Training (SAT) is the Sorting Program. The data upon which the Sorting Program operates consist of two interacting components, the Task Analysis Data and the Control and Display Catalog. This technical memorandum consists of two computer reports which represent the essential information in the Task Analysis Data Base.

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### Background

The initial source of information for Calspan's B-1 SAT was a task analysis which was encoded to become the Task Analysis Data Base.

The Task Analysis Data Base is a hierarchy of behavioral units called task elements. This hierarchy consists of at least four and sometimes five levels. The level of analysis utilized for encoding was the task or sub-task element so that the data base is a collection of task and occasionally, sub-task elements. Task elements are grouped together to form tasks, which are in turn grouped to form functions. Mission segments, the topmost level of the hierarchy, consist of groups of functions. Table 1 is a listing of the titles of the Mission Segments, Functions and Tasks. Task elements represent the stimulus-response characteristics of a behavioral unit and are of the form:

Initiation Cue-Action Verb-Control/Display-Completion Cue  
  
Action Sequence

The Initiation Cue is the stimulus complex, the existence of which is prerequisite to the activity. For example, if a certain warning light illuminates, the pilot may be required to set a switch to a certain position. The Initiation Cue or stimulus complex is the illumination of the warning light. The Action Sequence is the major activity of the behavioral unit. This activity consists of an action verb and a control or display. In the example, the Action Sequence is the pilot setting the switch. This is the response to the stimulus. The Completion Cue is the final condition which marks the end of the behavioral unit. Using the same example, the switch in the required position is the final control/display configuration, which marks the end of the behavioral unit.

The Initiation and Completion Cues are identical in Format, since a Completion Cue for one task element may serve as the Initiation Cue for the subsequent task element. The Format is:

Control/Display - Relation - Value

Control/Display is the name of a control or display. The relation and value indicate the status of the Control or Display for the particular configuration. Possible values are:

=	equals
≠	not equals
>	greater than
<	less than
≥	greater than or equal to
≤	less than or equal to



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Values refer to states of the control or display. For example, a value may be a particular switch position.

Details for the encoding of task elements, including field specifications, appear in Technical Memorandum SAT-4.

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### Technical Discussion

This section describes the formats of the reports used to present the task element data.

The two reports are complimentary, in that the first presents the primary categories of information about a task element including:

- Task element number
- Task element description
- Initiation Cue
- Completion Cue
- Action Sequence
- Operator

The second report presents information of secondary importance including:

- duration (time)
- classified comments,

in addition to task element number and identification.

Corresponding to the six categories of information presented, the first report has six entries for each task element. At the top left is the task element number, a code which is unique to the task element. The task element number has five parts, corresponding to the five possible levels of the hierarchy mentioned above. These components are variable in length and separated by periods. From left to right, the components refer to Mission Segment, Function, Task, Element, and Sub-Element. For example, the code number referring both to Table 1 and to the first report, the task element number 01.1.2.003.00 has the following interpretation:

A	{	Mission Segment:	1 - Alert Procedures
		Function :	1 - Aircraft Acceptance Inspection
		Task :	2 - Perform Exterior Inspection
B	{	Element :	3 - Check All Access Doors and Covers for Security
		Sub-Element :	0 Not Applicable

The A indicates that Table 1 was the source of the information, and the B indicates that the first report was the source of the information.

The second entry on the first report, on the same line as the task element number, is a single-letter abbreviation for the operator (P-Pilot, C-Copilot, O-OSO, D-DSO). This refers to the person performing the task. On the second line, underscored, is a description of the task element. Double-spaced, beneath the task element description is the Initiation Cue, which, depending upon the situation, involves one to three controls or displays

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and their associated values. The one to three controls or displays are single-spaced. The Action Sequence, which consists of an action verb and one to three controls or displays, is double-spaced below the Initiation Cue. The final component, the Completion Cue, is double-spaced beneath the Action Sequence. The final three components (Initiation Cue, Action Sequence, Completion) are aligned such that the controls or displays are directly under one another. Consequently, the values for the Initiation and Completion Cues extend to the right, while the action verb in the Action Sequence extends to the left.

Occasionally, to the immediate right of one of the six entries in the first report, is an asterisk. This indicates the existence of a classified comment associated with that entry. The comments are listed in the second report.

The second report contains for each task element the task element number, task element description, time and classified comments in the following classifications: Action Verb, Controls and Displays, Completion Cue, Identification, Initiation Cue, Operator, and Task Element Number. Each page of the report is divided into ten columns. The first three columns contain the task element number, task element identification and the duration of the task element in seconds, respectively. The final seven columns contain numbers which refer to the comments, which are numbered and listed below the seven columns. A number in one of these columns indicates that the comment with that particular number is relevant to the classification associated with the column.

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LISTING OF MISSION SEGMENTS, FUNCTIONS, AND TASKS

TABLE 1.  
Listing of Mission Segments, Functions, and Tasks

1. Alert Procedures
  1. Aircraft Acceptance Inspection
    1. Before Exterior Inspection
    2. Perform Exterior Inspection
    3. Perform Stores Station/Crew Entryway Inspection
    4. Perform Interior Inspection with Power Off
    5. Interior Inspection-Power On
  2. Alert Preparation
    1. Cocking
  3. Alert Operations
    1. Perform Daily Alert Preflight
    2. Rotate Crews
2. Alert Reaction
  1. Perform Non-Cockpit Alert
    1. Prepare to Enter Aircraft
    2. Enter Crew Stations
    3. Perform Engine Start
  2. Maintain Cockpit Alert
    1. Recovery to Minimum Reaction Posture (Cockpit Alert)
3. Taxi
  1. Perform Pre-Taxi Checks
    1. Initiate Checklist
    2. Check-off Items on Checklist
  2. Perform Taxi Operations
    1. Prepare to Taxi
    2. Initiate Taxi Roll
    3. Perform Monitoring Tasks
    4. Steer Aircraft to Runway
4. Take-Off
  1. Perform Pre-T. O. Checks
    1. Trim for T.O.
    2. Perform Safety Checks

TABLE 1 (cont'd.)

2. Perform T.O. Operations
  1. Initiate Take-Off (T.O.)
  2. Steer Aircraft
  3. Check Take-Off Performance
  4. Complete Take-Off Roll
  5. Complete Lift-Off
5. Climb
  1. Initiate Climb
    1. Establish Safe Flight Conditions
    2. Attain Optimum Climb
    3. Adjust Power/Monitor Indicators
  2. Perform Climb Out Operations
    1. Perform Climb Out Checklist
6. Cruise
  1. Perform Level-Off Operations
    1. Select Cruise Parameters
  2. Initiate Cruise
    1. Perform Crew Station Checks
  3. Perform Cruise to Air Refuel Initiation Point (ARIP)
    1. Activate Functional Systems
    2. Navigate Air Vehicle/Maintain Course
7. Aerial Refueling (AR)
  1. Perform AR Rendezvous
    1. Accomplish Pre-Rendezvous Operations
    2. Execute Positive Identification Procedures
    3. Execute ARIP Descent/Heading Corrections
    4. Execute Pre-ARIP Level-Off Operations
    5. Establish AR Formation
  2. Establish Refuel Conditions
    1. Perform Closure on Tanker
    2. Configure for Pre-Contact
  3. Perform Refuel Operations
    1. Prepare for Boom Hookup
    2. Execute Refuel Contact Procedures

TABLE 1 (cont'd.)

4. Terminate AR Operations
  1. Perform Disconnect Procedures
  2. Depart Tanker
8. Orbit/Loiter (Positive Control Point-PCP)
  1. Maintain Flight Status
    1. Await Execution Order
    2. Respond to Mission Execution Command
  2. Perform "GO CODE" Operations
    1. Execute HHCL Checklist (H-Hour Control Line)
    2. Execute Nuclear Pre-Arming/Consent
    3. Initiate Weapons Monitoring Procedures
9. Penetrate High Altitude/High Speed (HA/HS)
  1. Perform HA/HS Operations to Pre-Initial Point (Pre-IP)
    1. Configure for Supersonic Flight
  2. Perform HA/HS Navigation Operations to Pre-ID)
    1. Execute HA/HS FLR Update (Forward-Looking Radar)
    2. Execute High Altitude Calibration
  3. Perform HA/HS Weapons Delivery
    1. Perform Pre-Weapons Delivery
    2. Execute Gravity Store Release
10. Descent
  1. Perform Pre-Descent Operations
    1. Execute Terrain-Following (TF) Operational Checks
    2. Execute Descent to Low Level Checks
  2. Perform Descent Operations
    1. Establish Descent Rate
    2. Steer to Initial Checkpoint
    3. Level-Off at TF Altitude
    4. Execute Initial Low-Altitude Calibration
    5. Perform Crew Station Checks



TABLE 1 (cont'd.)

11. Penetrate Low
  1. Perform ATF Operations
    1. Select TF Modes for ATF Operations
    2. Configure Systems for ATF
    3. Monitor Displays for ATF Operations
  2. Perform Manual TF Operations
    1. Change to Manual Flight Mode
    2. Monitor Displays for Manual TF Operations
  3. Perform Unscheduled Lateral Course Deviation
    1. Maneuver A/V to Avoid Threat (Air Vehicle)
  4. Perform Post-Threat ATF Operations (Automatic Terrain Following)
    1. Re-configure A/V Systems for Post-Threat ATF Operations
  5. Perform LAHS Navigation Operations
    1. Perform EVS Update (Electro-Optical Viewing System)
    2. Perform LAHS FLR Update
    3. Execute Low Altitude Calibration
    4. Monitor/Adjust System Avionics Status
12. Weapons Delivery
  1. Perform Low Altitude High Speed (LA/HS) Weapon Delivery
    1. Execute BDA (Bomb Damage Assessment) Operations
    2. Execute SRAM Initialization (Short Range Attack Missile)
    3. Execute SRAM Launch Operations
    4. Execute Gravity Store Release
13. Withdraw
  1. Perform Cruise to TCM (Terminate Countermeasures) Point
    1. Terminate Terrain Following Operations
    2. Establish Subsonic Cruise
  2. Perform Cruise to Recovery Site
    1. Transmit Strike Report
14. Descent
  1. Perform Letdown Procedures
    1. Execute Pre-Descent Checks
    2. Configure Flight Station for Descent



TABLE 1 (cont'd.)

2. Perform Descent Procedures
  1. Execute Descent Operations to Level-Off Altitude
  2. Configure for Landing Approach
15. Land
  1. Perform Approach Operations
    1. Execute Before-Landing Checks
    2. Execute Automatic AILA (Airborne Instrument Landing Approach)
  2. Perform Landing Operations
    1. Acquire Runway Visually
    2. Execute Touchdown
    3. Maintain Landing Roll
  3. Perform Taxi Operation
    1. Taxi to Parking Area
    2. Park Aircraft
  4. Perform Shutdown Operations
    1. Perform Flight Station Shutdown Checklist
    2. Perform Avionics Station Shutdown Checklist
    3. Start L/APU (Left Auxiliary Power Unit)
    4. Execute Engine Shutdown
    5. Exit Aircraft
16. Post Flight
  1. Prepare for Refueling
    1. Configure A/V Ground Refuel Panel for Refuel
    2. Determine On-Board Fuel Quantity
    3. Select Quantity of Fuel to be Uploaded
  2. Perform Refueling
    1. Monitor Fuel Flow Into A/V
    2. Configure A/V Ground Refuel Panel to Terminate Refueling
  3. Perform Post-Refueling Operations
    1. Verify Quantity of Fuel on A/V
    2. Secure A/V After Refueling Operation is Complete

TABLE 1 (cont'd.)

4. Perform In-Between Flights Inspection
  1. Execute Flight Crew Walk-Around Inspection
5. Evacuate Post-Strike Recovery Site
  1. Configure for Take-Off
20. Emergency Procedures

REPORT 1

Task Analysis Data Base

01.1.1.001.00

POST SECURITY GUARDS

A-V

= EWO CONFIGURED

CHECK

GUARDED A-V

A-V

= GUARDED

01.1.1.002.00

P/C/O/D

CHECK FORM 781\*

AIR-VEHICLE

= EWO CONFIGURED

CHECK

FORM 781

FORM 781

= CHECKED

01.1.1.003.00

P/C/O/D

CHECK EJECTION LEVERS, SAFETY PINS, AND HANDLES

FORM 781

= CHECKED

CHECK

EJECTION CONTROLS, FORWARD STA

EJECTION CONTROLS, FORWARD STA= TBD

01.1.2.001.00

P/C

FOLLOW THE EXTERIOR INSPECTION ROUTE.\*

FORM 781

= CHECKED

FOLLOW

A-V EXTERIOR INSPECTION ROUTE

EXTERIOR INSPECTION ROUTE

= COMPLETED

01.1.2.002.00

P/C

CHECK ALL SURFACES\*

FORM 781

= CHECKED

CHECK

A-V SURFACES

A-V SURFACES

= CHECKED

01.1.2.003.00

P/C

CHECK ALL ACCESS DOORS AND COVERS FOR SECURITY

FORM 781

= CHECKED

CHECK

A-V ACCESS DOORS AND COVERS

ACCESS DOORS AND COVERS

= SECURE

01.1.2.004.00

P/C<sup>2</sup>CHECK THE ADA VANES\*

CHECK

FORM 781

= CHECKED

ANGLE OF ATTACK VANES

ANGLE OF ATTACK VANES

= CHECKED

01.1.2.005.00

P/C

REMOVE GROUND SAFETY PINS AND SAFETY LOCKS\*

REMOVE

FORM 781

= COMPLETED

GROUND SAFETY PINS AND LOCKS

GROUND SAFETY PINS AND LOCKS

= REMOVED

01.1.3.001.00

O/D

PERFORM STORES INSPECTION\*

INSPECT

STRATEGIC AIR COMMAND

= TBD

STORES

STRATEGIC AIR COMMAND

= TBD

01.1.3.002.00

P/C

PERFORM EXT CREW ENTRYWAY INSPECTION, WT AND BALANCE, OLOGS

PERFORM

ROCKWELL INTERNATIONAL

= TBD

EXT CREW ENTRYWAY INSPECTION

ROCKWELL INTERNATIONAL

= TBD

01.1.4.001.00

P/C

CHECK FLASH PROTECTION

CHECK

CHECKLIST

= SEQUENCE

FLASH PROTECTION DEVICES\*

FLASH PROTECTION DEVICES

= CHECKED

01.1.4.002.00

C

CHECK REQUIRED FLIGHT PUBLICATIONS\*

CHECK

CHECKLIST

= SEQUENCE

PUBLICATIONS

PUBLICATIONS

= CHECKED

01.1.4.003.00

CHECK CSSC INDICATOR WINDOWS- 'A'

CHECKLIST = SEQUENCE

CHECK

THUMBWHEEL SWITCH ASSEMBLY

THUMBWHEEL SWITCH ASSEMBLY = 'A'

01.1.4.004.00

CHECK BATTERY ('BATT') SWITCH 'OFF'

CHECKLIST = SEQUENCE

CHECK

BATTERY SELECT SWITCH

BATTERY SELECT SWITCH = OFF

01.1.4.005.00

CHECK EXTERNAL POWER ('EXT PWR') SWITCH 'OFF'

CHECKLIST = SEQUENCE

CHECK

EXTERNAL POWER CONTROL SWITCH

EXTERNAL POWER CONTROL SWITCH = OFF

01.1.4.006.00

CHECK-CONNECT RESTRAINT HARNESS AND INERTIAL REEL\*

P/C/O/D

CHECKLIST = SEQUENCE

CONNECT

RESTRAINT ASSY

RESTRAINT ASSY = CONNECTED

01.1.4.007.00

CHECK EJECTION SEAT PARACHUTE SURVIVAL KIT

P/C/O/D

CHECKLIST = SEQUENCE

CHECK

EJECTION SEAT PARACHUTE  
SURVIVAL KIT

EJECTION SEAT PARACHUTE = CHECKED  
AND SURVIVAL KIT = CHECKED

01.1.4.008.00

CHECK OXYGEN SYSTEM

P/C/O/D

CHECKLIST = SEQUENCE

CHECK

DILUTER-PRESSURE DEMAND REGS

DILUTER-PRESSURE DEMAND REGS = CHECKED

01.1.4.009.00

P/C/O/D

CHECK OXYGEN MASK\*

	CHECKLIST	= SEQUENCE
CHECK	OXYGEN MASK	
	OXYGEN MASK	= CHECKED

01.1.4.010.00

O/D

CHECK CIRCUIT BREAKER POSITIONS

	CHECKLIST	= SEQUENCE
CHECK	CIRCUIT BREAKERS	
	CIRCUIT BREAKERS	= TBD

01.1.4.011.00

P/C/O/D

CHECK COMMUNICATION LEADS

	CHECKLIST	= SEQUENCE
CHECK	COMMUNICATION LEADS	
	COMMUNICATION LEADS	= CHECKED

01.1.4.012.00\*

P/C/O/D

SET AND TEST ICS

	CHECKLIST	= SEQUENCE
SET	ICS	
	ICS	= SET & TESTED

01.1.4.013.00\*

P

ADJUST 'CREW TEMP' CONTROL KNOB.

	CHECKLIST	= SEQUENCE
ADJUST	CREW TEMP CONTROL	
	CREW TEMP CONTROL	= TBD

01.1.4.014.00\*

P

SET 'AIR SOURCE' SWITCHES (4) TO ON: '1', '2', 'ST', 'CREW'

	CHECKLIST	= SEQUENCE
SET	AIR SOURCE CONTROL SWITCHES	
	AIR SOURCE CONTROL SWITCHES	= ON*

01.1.4.015.00\*

SET AVIONICS AIR SWITCHES ('INIMD: LCTL: RCTL') TO 'NORM'

	CHECKLIST	= SEQUENCE
SET	AVIONICS AIR MODE SELECT	
	AVIONICS AIR MODE SELECT	= NORM*

01.1.4.016.00\*

SET CREW SWITCH TO 'NORM'

	CHECKLIST	= SEQUENCE
SET	CREW AIR SOURCE MODE SWITCH	
	CREW AIR SOURCE MODE SWITCH	= NORM

01.1.4.017.00\*

SET 'ENG BLEED AIR' SWITCHES (4) TO ON: '1', '2', '3', '4'

	CHECKLIST	= SEQUENCE
SET	ENGINE BLEED AIR SWITCHES	
	ENGINE BLEED AIR SWITCHES	= ON*

01.1.4.018.00\*

SET 'FUEL CLG LOOP RTN' SWITCH TO 'NORM'

	CHECKLIST	= SEQUENCE
SET	FUEL COOLING LOOP RETURN SW	
	FUEL COOLING LOOP RETURN SW	= NORM

01.1.4.019.00\*

SET 'FUEL CLG LOOP CRSVR' SWITCH TO 'NORM'

	CHECKLIST	= SEQUENCE
SET	COOLING FUEL LOOP CROSSOVER SW	
	COOLING FUEL LOOP CROSSOVER SW	= NORM

01.1.4.020.00\*

SET 'PITOT HEAT' SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	PITOT HEAT CONTROL SWITCH	
	PITOT HEAT CONTROL SWITCH	= OFF

P

P

P

P

P



01.1.4.021.00\*

6  
P/C

ADJUST VOLUME CONTROLS ON THE ICS PANEL.

	CHECKLIST	= SEQUENCE
ADJUST	VOLUME SWITCHES-ICS-PILOT VOLUME SWITCH-COPILOT ICS	
	VOLUME SWITCHES-ICS-PILOT	= TBD
	AND VOLUME SWITCH-COPILOT ICS	= TBD

01.1.4.022.00\*

P/C

CHECK THROTTLES '1', '2', '3', '4' TO 'IDLE'.

	CHECKLIST	= SEQUENCE
CHECK	PRIMARY THROTTLE LEVERS-PI PRIMARY THROTTLE LEVERS-CO	
	PRIMARY THROTTLE LEVERS-PI	= IDLE
	OR PRIMARY THROTTLE LEVERS-CO	= IDLE

01.1.4.023.00\*

P

CHECK 'SPDBK' (SPEEDBRAKE) INDICATOR.\*

	CHECKLIST	= SEQUENCE
CHECK	LEFT SPOILER EM INDICATORS SPOILER INDICATORS	
	LEFT SPOILER EM INDICATORS	= NO FLAG
	AND SPOILER INDICATORS	= NO FLAG

01.1.4.024.00\*

P/C

SET 'FLT DIR ALT REF' SWITCH TO 'OFF'.

	CHECKLIST	= SEQUENCE
SET	ALT REF-TER FLW SWITCH	
	ALT REF-TER FLW SWITCH	= OFF

01.1.4.025.00\*

P

CHECK 'NUCLEAR' CONSENT SWITCH IN 'NORM' POSITION.

	CHECKLIST	= SEQUENCE
CHECK	NUCLEAR CONSENT SWITCH*	
	NUCLEAR CONSENT SWITCH	= NORM*

01.1.4.026.00\*

7  
P/C

SET CLOCK.

	CHECKLIST	= SEQUENCE
SET	CLOCK	
	CLOCK	= TBD

01.1.4.027.00\*

C

CHECK 'LDR GR' (LANDING GEAR) LEVER IS IN 'DN' POSITION.

	CHECKLIST	= SEQUENCE
CHECK	PRIMARY LANDING GEAR CONTROL	
	PRIMARY LANDING GEAR CONTROL	= DN

01.1.4.028.00\*

P/C

SET VSD MODE SELECTOR SWITCH TO 'STBY'.

	CHECKLIST	= SEQUENCE
SET	MODE SWITCH-VSD	
	MODE SWITCH-VSD	= STBY

01.1.4.029.00\*

P

SET RADAR ALTIMETER AND VARIABLE ALTITUDE LIMIT INDEX MARKER

	CHECKLIST	= SEQUENCE
SET	POWER-SET-TEST CONTROL KNOB	
	VARIABLE ALTITUDE INDEX MARKER	= TBD

01.1.4.030.00\*

C

SET 'ENG ANTI-ICE' SWITCH TO 'AUTO'.

	CHECKLIST	= SEQUENCE
SET	ENGINE ANTI-ICE SWITCH	
	ENGINE ANTI-ICE SWITCH	= AUTO

01.1.4.031.00\*

P

SET 'WSHLD WASH' SWITCH IN CENTER (OFF) POSITION.

	CHECKLIST	= SEQUENCE
SET	WINDSHIELD WASH SELECT SWITCH	
	WINDSHIELD WASH SELECT SWITCH	= OFF

01.1.4.032.00\*

P<sup>8</sup>

SET 'TO-LDG ANTISKID' SWITCH TO 'ON'

	CHECKLIST	= SEQUENCE
SET	ANTISKID TEST SWITCH	
	ANTISKID TEST SWITCH	= ON

01.1.4.033.00\*

P

SET 'TO-LDG LT' (TAXI LIGHTS) SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	LANDING/TAXI LIGHT CONTROL SW	
	LANDING/TAXI LIGHT CONTROL SW	= OFF

01.1.4.034.00\*

P

SET 'WDSHLD RAIN REPEL' SWITCH TO CENTER (OFF) POSITION.

	CHECKLIST	= SEQUENCE
SET	WINDSHIELD RAIN REPELLENT SW	
	WINDSHIELD RAIN REPELLENT SW	= OFF

01.1.4.035.00\*

C

SET GSS MODE SELECTOR SWITCH TO 'SLAVED'

	CHECKLIST	= SEQUENCE
SET	ROTARY SELECTOR SWITCH	
	ROTARY SELECTOR SWITCH	= SLAVED

01.1.4.036.00\*

C

SET 'LAT' ON GSS.

	CHECKLIST	= SEQUENCE
SET	LAT SET MOVING SCALE KNOB	
	LAT SET MOVING SCALE KNOB	= TBD

01.1.4.037.00\*

C

SET GSS HEMISPHERE SELECTOR SWITCH.

	CHECKLIST	= SEQUENCE
SET	LATITUDE SET SWITCH	
	LATITUDE SET SWITCH	= TBD

01.1.4.038.00\*

SET 'EMERG GEN' (EMERGENCY GENERATOR) SWITCH TO 'AUTO'.

	CHECKLIST	= SEQUENCE
SET	EMERGENCY GENERATOR CONTROL SW	
	EMERGENCY GENERATOR CONTROL SW= AUTO	

01.1.4.039.00\*

SET 'LDG GR ALIER' SWITCH TO 'NORM'.

	CHECKLIST	= SEQUENCE
SET	ALTERNATE LANDING GEAR CONTROL	
	ALTERNATE LANDING GEAR CONTROL= NORM	

01.1.4.040.00\*

CHECK FUEL 'DUMP' SWITCH TO 'OFF'.

	CHECKLIST	= SEQUENCE
CHECK	DUMP SWITCH	
	DUMP SWITCH	= OFF

01.1.4.041.00\*

CHECK 'AERIAL REFUEL MODE' SWS (ORIDE AND REV) TO 'NORM'.

	CHECKLIST	= SEQUENCE
CHECK	MODE SWITCH (OVERRIDE)	
	MODE SWITCH (REVERSE)	
	MODE SWITCH (OVERRIDE)	= NORM
	AND MODE SWITCH (REVERSE)	= NORM

01.1.4.042.00\*

SET LN2 SWITCH TO 'LN2'.

	CHECKLIST	= SEQUENCE
SET	LN2 INERTING SWITCH	
	LN2 INERTING SWITCH	= LN2

01.1.4.043.00\*

SET FUEL 'XFEED' SWITCH TO 'CL' (CLOSED).

	CHECKLIST	= SEQUENCE
SET	CROSSFEED SWITCH	
	CROSSFEED SWITCH	= CL

01.1.4.044.00\*

C

SET APP FUEL FILL VALVES AND TRANSFER PUMPS SWs TO 'AUTO'\*

CHECKLIST = SEQUENCE

SET

PWR-OFF FUEL VALVES AND PUMPS

PWR-OFF FUEL VALVES AND PUMPS = AUTO

01.1.4.045.00\*

P

SET TFR MODE LAND SELECTOR SWITCHES TO 'OFF'\*

CHECKLIST = SEQUENCE

SET

MODE SWITCH-TFR

MODE SWITCH-TFR = OFF

01.1.4.046.00\*

C

SET UHF #2 MODE SELECTOR-SWITCH TO 'OFF'\*

CHECKLIST = SEQUENCE

SET

FUNCTION SELECT SW-COPILOT

FUNCTION SELECT SW-COPILOT = OFF

01.1.4.047.00\*

C

SET HF MODE SELECTOR SWITCH TO 'OFF'\*

CHECKLIST = SEQUENCE

SET

RADIO MODE SELECT SWITCH

RADIO MODE SELECT SWITCH = OFF

01.1.4.048.00\*

C

SET TACAN MODE SELECTOR SWITCH TO 'OFF'\*

CHECKLIST = SEQUENCE

SET

MODE SELECTOR SWITCH-TACAN

MODE SELECTOR SWITCH-TACAN = OFF

01.1.4.049.00\*

P

SET 'ILS' POWER SWITCH TO 'OFF'\*

CHECKLIST = SEQUENCE

SET

POWER SWITCH-ILS

POWER SWITCH-ILS = OFF

01.1.4.050.00\*

SET UHF #1 MODE SELECTOR SWITCH TO 'OFF'.

	CHECKLIST	= SEQUENCE
SET	FUNCTION SELECT SW-PILOT	
	FUNCTION SELECT SW-PILOT	= OFF

01.1.4.051.00\*

ADJUST TFR SCOPE POLAROID FILTER CONTROLS (2) TO 'FULL UP'.

	CHECKLIST	= SEQUENCE
ADJUST	UPPER POLAROID FILTER CONTROL	
	UPPER POLAROID FILTER CONTROL	= FULL UP

01.1.4.052.00\*

ADJUST TFR SCOPE TIMING CONTROLS (4)

	CHECKLIST	= SEQUENCE
ADJUST		

01.1.4.052.01\*

ADJUST THE CURSOR AND MEMORY TFR SCOPE TIMING CONTROLS

	CHECKLIST	= SEQUENCE
ADJUST	CURSOR CONTROL	
	MEMORY CONTROL	
	CURSOR CONTROL	= TBD
	AND MEMORY CONTROL	= TBD

01.1.4.052.02\*

ADJUST THE CONTRAST AND VIDEO TFR SCOPE TIMING CONTROLS

	CHECKLIST	= SEQUENCE
ADJUST	CONTRAST CONTROL-TF	
	VIDEO CONTROL-TF	
	CONTRAST CONTROL-TF	= TBD
	AND VIDEO CONTROL-TF	= TBD

01.1.4.053.00\*

SET TFR SCOPE 'RANGE' SELECTOR KNOBS TO 'E'.

	CHECKLIST	= SEQUENCE
SET	RANGE SWITCH-TF	
	RANGE SWITCH-TF	= E

01.1.4.054.00\*

SET 'RADAR XPNDR' 'ENCODE'-'DECODE' AS BRIEFED AND PWR OFF.

CHECKLIST = SEQUENCE

SET

ENCODE SWITCH  
DECODE SWITCH  
POWER SELECT SWITCH

ENCODE SWITCH = TBD  
AND DECODE SWITCH = TBD  
AND POWER SELECT SWITCH = OFF

01.1.4.055.00\*

SET IFF MASTER CONTROL KNOB TO 'STBY'.

CHECKLIST = SEQUENCE

SET

MASTER CONTROL SELECT SWITCH

MASTER CONTROL SELECT SWITCH = STBY

01.1.4.056.00\*

SET UHF SWITCH TO 'OFF'.\*

CHECKLIST = SEQUENCE

SET

RBS UHF-1,UHF-2,OFF SWITCH

RBS UHF-1,UHF-2,OFF SWITCH = OFF

01.1.4.057.00\*

SET DPLR PWR (DOPPLER POWER) SWITCH TO 'OFF'.

CHECKLIST = SEQUENCE

SET

DOPPLER CONTROL

DOPPLER CONTROL = OFF

01.1.4.058.00\*

SET GNACU SWITCH TO DISABLE.

CHECKLIST = SEQUENCE

SET

GN-DSBL SWITCH

GN-DSBL SWITCH = DSBL

01.1.4.059.00\*

SET WDAGU SWITCH TO 'DISABLE'.

CHECKLIST = SEQUENCE

SET

WD-DSBL SWITCH

WD-DSBL SWITCH = DSBL

01.1.4.060.00\*

SET INS 1 SWITCH TO 'DISABLE'.

CHECKLIST = SEQUENCE

SET

INS1 DSBL SWITCH

INS1 DSBL SWITCH = DSBL

01.1.4.061.00\*

SET INS 2 SWITCH TO 'DISABLE'.

CHECKLIST = SEQUENCE

SET

INS 2 DSBL SWITCH

INS 2 DSBL SWITCH = DSBL

01.1.4.062.00\*

SET SLU PWR SWITCHES (5) TO 'DISABLE'.

CHECKLIST = SEQUENCE

SET

STATION LOGIC UNIT SWITCHES

STATION LOGIC UNIT SWITCHES = DSBL

01.1.4.063.00\*

SET ICS (INTERCOM SYSTEM) PANEL.\*

CHECKLIST = SEQUENCE

SET

OSO ICS  
DSO ICS PANELOSO ICS = SET  
AND DSO ICS PANEL = SET

01.1.4.064.00\*

WIND AND SET TIMING CLOCK

CHECKLIST = SEQUENCE



01.1.4.064.01\*

14  
O/DWIND TIMING CLOCK

	CHECKLIST	= SEQUENCE
WIND	OSO CLOCK DSO CLOCK	
	OSO CLOCK AND DSO CLOCK	= WOUND = WOUND

01.1.4.064.02\*

O/D

SET TIMING CLOCK

	OSO CLOCK AND DSO CLOCK	= WOUND = WOUND
SET	OSO CLOCK DSO CLOCK	
	OSO CLOCK AND DSO CLOCK	= SET = SET

01.1.4.065.00\*

0

ADJUST MFD CONTRAST AND BRIGHTNESS CONTROLS.

	CHECKLIST	= SEQUENCE
ADJUST	CONTRAST CONTROL-MFD BRIGHTNESS CONTROL	
	CONTRAST CONTROL-MFD AND BRIGHTNESS CONTROL	= TBD* = TBD

01.1.4.066.00\*

0

SET FLR (APQ-144) CONTROLS.\*

	CHECKLIST	= SEQUENCE
SET	INDICATOR-RECORDER	

01.1.4.066.01\*

0

SET BETA SWITCH TO 'NORM'.

	CHECKLIST	= SEQUENCE
SET	BETA CONTROL BETA CONTROL	
		= NORM

01.1.4.066.02\*

SET SWEEP SWITCH TO 'NORM'.

	CHECKLIST	= SEQUENCE
SET	SWEEP CONTROL	
	SWEEP CONTROL	= NORM

01.1.4.066.03\*

SET VIDEO - IF GAIN ROTARY KNOB TO MIDPOINT.\*

	CHECKLIST	= SEQUENCE
SET	VIDEO CONTROL-FLR IF GAIN-FLR	
	VIDEO CONTROL-FLR	= MIDPOINT
	AND IF GAIN-FLR	= MIDPOINT

01.1.4.066.04\*

SET RANGE INTENSITY ROTARY KNOB TO MIDPOINT.

	CHECKLIST	= SEQUENCE
SET	RANGE INT CONTROL	
	RANGE INT CONTROL	= MIDPOINT

01.1.4.066.05\*

SET DISPLAY ORIENTATION SWITCH TO 'NORM'.

	CHECKLIST	= SEQUENCE
SET	NORTH-NORMAL SELECT	
	NORTH-NORMAL SELECT	= NORM

01.1.4.066.06\*

SET AZIMUTH CURSOR INTENSITY CONTROL AT MIDPOINT.

	CHECKLIST	= SEQUENCE
SET	AZIMUTH INT CONTROL	
	AZIMUTH INT CONTROL	= MIDPOINT

01.1.4.066.07\*

16  
0

SET SIC (SENSITIVE TIME CONTROL) SWITCH TO 'OFF'.\*

	CHECKLIST	= SEQUENCE
SET	AMPL-OFF CONTROL SLOPE CONTRON	
	AMPL-OFF CONTROL	= OFF
	AND SLOPE CONTRON	= OFF

01.1.4.066.08\*

0

SET CRT INTENSITY CONTROL TO 'FULL CCW'.

	CHECKLIST	= SEQUENCE
SET	CRT INT CONTROL	
	CRT INT CONTROL	= FULL CCW

01.1.4.066.09\*

0

SET RANGE SELECT ROTARY CONTROL TO '7.5/2.5' NM DETENT.

	CHECKLIST	= SEQUENCE
SET	RANGE SWITCH-FLR	
	RANGE SWITCH-FLR	= 7.5-2.5

01.1.4.066.10\*

0

SET BEZEL AND RANGE MARK BRIGHTNESS CONTROLS AT MIDPOINT.

	CHECKLIST	= SEQUENCE
SET	BEZEL CONTROL	
	BEZEL CONTROL	= MIDPOINT
	AND RANGE MARK CONTROL	= MIDPOINT

01.1.4.066.11\*

0

SET LAMP TEST SWITCH TO 'OFF'.

	CHECKLIST	= SEQUENCE
SET	TEST SWITCH-IND-REC	
	TEST SWITCH-IND-REC	= OFF

01.1.4.066.12\*

SET ANTENNA TILT CONTROL TO DETENT POSITION.

	CHECKLIST	= SEQUENCE
SET	ANTENNA TILT CONTROL	
	ANTENNA TILT CONTROL	= DETENT

01.1.4.066.13\*

SET XMIT (TRANSMITTER) TUNE CONTROL TO MIDPOINT.

	CHECKLIST	= SEQUENCE
SET	XMTR TUNE CONTROL	
	XMTR TUNE CONTROL	= MIDPOINT

01.1.4.067.00\*

SET FLR PHOTO SWITCH TO 'OFF'.

	CHECKLIST	= SEQUENCE
SET	PHOTO CONTROL	
	PHOTO CONTROL	= OFF

01.1.4.068.00\*

REMOVE-ANNOTATE-INSTALL PHOTO MAGAZINE DATA PLATE.\*

	CHECKLIST	= SEQUENCE
--	-----------	------------

01.1.4.068.01\*

REMOVE PHOTO MAGAZINE

	CHECKLIST	= SEQUENCE
REMOVE	PHOTO MAGAZINE DATA PLATE	
	PHOTO MAGAZINE DATA PLATE	= REMOVED

01.1.4.068.02\*

ANNOTATE PHOTO MAGAZINE

	PHOTO MAGAZINE DATA PLATE	= REMOVED
	PHOTO MAGAZINE DATA PLATE	
	PHOTO MAGAZINE DATA PLATE	= ANNOTATED

01.1.4.068.03\*

WIND PHOTO MAGAZINE CLOCK

	PHOTO MAGAZINE DATA PLATE	= ANNOTATED
WIND	PHOTO MAGAZINE DATA PLATE	
	PHOTO MAGAZINE DATA PLATE	= WOUND

01.1.4.068.04\*

SET PHOTO MAGAZINE

	PHOTO MAGAZINE DATA PLATE	= TBD
SET	PHOTO MAGAZINE DATA PLATE	
	PHOTO MAGAZINE DATA PLATE	= SET

01.1.4.068.05\*

REINSTALL PHOTO MAGAZINE

	PHOTO MAGAZINE DATA PLATE	= SET
INSERT	PHOTO MAGAZINE DATA PLATE	
	PHOTO MAGAZINE DATA PLATE	= REINSTALLED

01.1.4.069.00\*

SET RADAR CONTROL PANEL.\*

	CHECKLIST	= SEQUENCE
SET	FLR CONTROL PANEL	

01.1.4.069.01\*

SET DETENTED MODE SWITCH TO 'GND MANUAL'.

	CHECKLIST	= SEQUENCE
SET	MODE SWITCH-RADAR SET	
	MODE SWITCH-RADAR SET	= GND MAN

01.1.4.069.02\*

SET FREQ DETENTED CONTROL TO 'AFC-1'.

	CHECKLIST	= SEQUENCE
SET	AFC-MFC CONTROL	
	AFC-MFC CONTROL	= AFC-1

01.1.4.069.03\*

SET FUNCTION SWITCH TO 'OFF'.

	CHECKLIST	= SEQUENCE
SET	MODE SWITCH-RADAR SET-2	
	MODE SWITCH-RADAR SET-2	= OFF

01.1.4.069.04\*

SET PRESENT POSITION CORRECTION SWITCH TO 'OUT'.

	CHECKLIST	= SEQUENCE
SET	PRESENT POSITION CORRECTION SW	
	PRESENT POSITION CORRECTION SW	= OUT

01.1.4.069.05\*

SET VERT POLARIZATION SWITCH TO 'NORM'.

	CHECKLIST	= SEQUENCE
SET	CIR-NORM (POLARIZATION) SWITCH	
	CIR-NORM (POLARIZATION) SWITCH	= NORM

01.1.4.069.06\*

SET SLC (SIDE LOBE CANCELLATION) SWITCH TO 'OFF'.

	CHECKLIST	= SEQUENCE
SET	SIDE LOBE CANCELLATION CONTROL	
	SIDE LOBE CANCELLATION CONTROL	= OFF

01.1.4.069.07\*

SET FTC (FLIGHT CONTROL) BCN (BEACON) SWITCH TO 'OFF'.

	CHECKLIST	= SEQUENCE
SET	FTC-BCN SWITCH	
	FTC-BCN SWITCH	= OFF

01.1.4.072.00\*

SET EVS SYMBOLS SWITCH TO 'OFF'.

	CHECKLIST	= SEQUENCE
SET	SYMBOLS SWITCH	
	SYMBOLS SWITCH	= OFF

01.1.4.075.00\*

SET FLIR CONTROL MODE SELECT DETENTED ROTARY KNOB TO 'OFF'.

	CHECKLIST	= SEQUENCE
SET	MODE SELECT SWITCH-FLIR	
	MODE SELECT SWITCH-FLIR	= OFF

0

01.1.4.076.00\*

SET BOMB TIMER POWER SWITCH TO 'OFF'.

	BOMB TIMER POWER SWITCH	= OFF
SET	BOMB TIMER POWER SWITCH	
	POWER CONTROL	= OFF

0

01.1.4.077.00\*

SET SMS PANEL SWITCHES.

	CHECKLIST	= SEQUENCE
SET	STORES MANAGEMENT PANEL	

0

01.1.4.077.01\*

SET CONV ARM (CONVENTIONAL ARMING) SWITCH TO 'SAFE'.

	CHECKLIST	= SEQUENCE
SET	ARM-SAFE TOGGLE SWITCH	
	ARM-SAFE TOGGLE SWITCH	= SAFE*

0

01.1.4.077.02\*

SET NUCLEAR ARMING TOGGLE SWITCH TO 'SAFE'.

	CHECKLIST	= SEQUENCE
SET	NUCLEAR RACK CONTROL SWITCH	
	NUCLEAR RACK CONTROL SWITCH	= SAFE*

0

01.1.4.077.03\*

SET NUCLEAR PREARM ENABLE SWITCH TO 'SAFE'.

	CHECKLIST	= SEQUENCE
SET	NUCLEAR PREARM ENABLE SWITCH	
	NUCLEAR PREARM ENABLE SWITCH	= SAFE*

01.1.4.077.04\*

SET PREARM-SAFING PA-SAF SWITCH TO 'NEUTRAL'.

	CHECKLIST	= SEQUENCE
SET	PA-SAFE SWITCH	
	PA-SAFE SWITCH	= NEUTRAL

01.1.4.077.05\*

SET JETTISON CONTROL TOGGLE SWITCH TO 'NORM'.

	CHECKLIST	= SEQUENCE
SET	SEL-NORM SWITCH	
	SEL-NORM SWITCH	= NORM*

01.1.4.077.06\*

SET JETTISON CONTROL TOGGLE SWITCH TO 'NORM'.

	CHECKLIST	= SEQUENCE
SET	ALL-NORM SWITCH	
	ALL-NORM SWITCH	= NORM*

01.1.4.077.07\*

SET ST PWR (STORE POWER) SWITCH TO 'NEUTRAL'.

	CHECKLIST	= SEQUENCE
SET	STORE POWER SWITCH	
	STORE POWER SWITCH	= NEUTRAL

01.1.4.078.00\*

CHECK CIRCUIT BREAKERS TO 'IN' POSITION.

	CHECKLIST	= SEQUENCE
CHECK	OSO CIRCUIT BREAKERS	
	OSO CIRCUIT BREAKERS	= IN

01.1.4.079.00\*

CHECK CITS CONTROL PANEL TO 'OFF'.

	CHECKLIST	= SEQUENCE
CHECK	OSO CITS ADVISORY LIGHT	
	OSO CITS ADVISORY LIGHT	= OFF



01.1.4.080.00\*

22  
0

REPORT 'READY FOR PWR ON' TO PILOT.

	CHECKLIST	= SEQUENCE
REPORT	OSO INTERPHONE SWITCH	
	OSO ICS	= RDY FOR PWR ON*

01.1.5.001.00\*

P

SET BATT SWITCH TO 'AUTO ON'

	CHECKLIST	= SEQUENCE
SET	BATTERY SELECT SWITCH	
	BATTERY SELECT SWITCH	= AUTO ON

01.1.5.002.00\*

P/C

VISUALLY CHECK CIRCUIT BREAKERS ARE PROPERLY POSITIONED\*

	CHECKLIST	= SEQUENCE
CHECK	LEFT CIRCUIT BREAKERS	
	RIGHT CIRCUIT BREAKERS	
	LEFT CIRCUIT BREAKERS	= IN
	AND RIGHT CIRCUIT BREAKERS	= IN

01.1.5.003.00\*

C

DEPRESS FIRE DETR BUTTON TO CHECK APU AND ENGINE FIRE LOOPS\*

	CHECKLIST	= SEQUENCE
DEPRESS	FIRE DETR TEST SW (PUSHBUTTON)	
	FIRE DETR TEST SW (PUSHBUTTON)=	DEPRESSED

01.1.5.003.01\*

C

CHECK L AND R APU LOOPS A AND B FIRE DETECTION LIGHTS

	FIRE DETR TEST SW (PUSHBUTTON)=	DEPRESSED
CHECK	APU LOOP A LIGHT	
	APU LOOP B LIGHT	
	APU LOOP A LIGHT	= ON
	AND APU LOOP B LIGHT	= ON

01.1.5.003.02\*

CHECK ENGINES LOOPS A AND B FIRE DETECTION LIGHTS

FIRE DETR TEST SW (PUSHBUTTON) = DEPRESSED

CHECK

ENGINE-ADG LOOP A FIRE LIGHTS  
ENGINE-ADG LOOP B FIRE LIGHTSENGINE-ADG LOOP A FIRE LIGHTS = ON  
AND ENGINE-ADG LOOP B FIRE LIGHTS = ON

01.1.5.004.00\*

P

OBSERVE IF GROUND CREW IS READY FOR APU START

CHECKLIST = SEQUENCE

OBSERVE

WINDSHIELD - LEFT

WINDSHIELD - LEFT = OBSERVED\*

01.1.5.005.00\*

P

SET MOMENTARILY APU MODE SWITCHES TO 'START'

WINDSHIELD - LEFT = OBSERVED

SET

MODE SWITCHES

MODE SWITCHES = START  
AND ANNUNCIATOR LGTS (L RUN, R RUN) = ON  
AND APU EXH TEMP GAGE = RISING

01.1.5.006.00\*

C

SET 'VOLTAGE-FREQ' SELECTOR TO EACH GEN AND CHECKVOLTAGE/FREQ SELECTOR SWITCH = BUS 2  
AND VOLTAGE METER = TBD  
AND FREQUENCY METER = TBD

SET

VOLTAGE/FREQ SELECTOR SWITCH

01.1.5.006.01\*

C

SET 'VOLTAGE-FREQ' SELECTOR TO 'NO.1 GEN' AND CHECKVOLTAGE/FREQ SELECTOR SWITCH = BUS 2  
AND VOLTAGE METER = TBD  
AND FREQUENCY METER = TBD

SET

VOLTAGE/FREQ SELECTOR SWITCH

VOLTAGE/FREQ SELECTOR SWITCH = GEN 1  
AND VOLTAGE METER = TBD  
AND FREQUENCY METER = TBD

01.1.5.006.02\*

24  
C

SET 'VOLTAGE-FREQ' SELECTOR TO 'NO.2 GEN' AND CHECK

VOLTAGE/FREQ SELECTOR SWITCH = GEN 1  
AND VOLTAGE METER = TBD  
AND FREQUENCY METER = TBD

SET

VOLTAGE/FREQ SELECTOR SWITCH

VOLTAGE/FREQ SELECTOR SWITCH = GEN 2  
AND VOLTAGE METER = TBD  
AND FREQUENCY METER = TBD

01.1.5.006.03\*

C

SET 'VOLTAGE-FREQ' SELECTOR TO 'NO.3 GEN' AND CHECK\*

VOLTAGE/FREQ SELECTOR SWITCH = GEN 2  
AND VOLTAGE METER = TBD  
AND FREQUENCY METER = TBD

SET

VOLTAGE/FREQ SELECTOR SWITCH

VOLTAGE/FREQ SELECTOR SWITCH = GEN 3  
AND VOLTAGE METER = TBD  
AND FREQUENCY METER = TBD

01.1.5.007.00\*

P

ADJUST FLIGHT STATION FLOODLIGHT INTENSITY TO DESIRED LEVEL

VOLTAGE METER = TBD  
AND FREQUENCY METER = TBD

ADJUST

FLOODLIGHTS = TBD

01.1.5.008.00\*

P

DEPRESS 'HYD QTY TEST' BUTTON TO CHECK HYD QTY GAGES

CHECKLIST = SEQUENCE

DEPRESS

HYDRAULIC INDICATOR TEST

HYDRAULIC INDICATOR TEST = DEPRESSED\*  
AND HYDRAULIC QUANTITY INDICATORS = 0

01.1.5.009.00\*

P

CHECK THAT HYDRAULIC PRESSURES ARE WITHIN LIMITS\*

CHECKLIST = SEQUENCE

CHECK

HYDRAULIC PRESSURE INDICATORS

HYDRAULIC PRESSURE INDICATORS = TBD\*

01.1.5.010.00\*

ADJUST SEAT AND RUDDER PEDALS

CHECKLIST = SEQUENCE

ADJUST

SEATS  
RUDDER PEDAL ADJ HANDLESSEATS = ADJUSTED  
AND RUDDER PEDAL ADJ HANDLES = ADJUSTED

01.1.5.011.00\*

P/C/O/D

SET AND TEST ICS (INTERCOM SYSTEM) CONTROL

CHECKLIST = SEQUENCE

SET

INTERCOMS

INTERCOMS = TBD

01.1.5.011.01\*

P/C/O/D

SET ICS CONTROL

INTERCOMS = TBD

SET

INTERCOMS

INTERCOMS = SET

01.1.5.011.02\*

P/C/O/D

DEPRESS ICS TEST PUSHBUTTON

CHECKLIST = SEQUENCE

DEPRESS

TEST SWITCHES-ICS

HEADSETS = SIDE TONE

01.1.5.011.03\*

P/C/O/D

EACH CREWMEMBER REPORTS 'ICS READY'

CHECKLIST = SEQUENCE

COMMUNICATE

INTERCOM

INTERCOM = 'ICS READY'\*

01.1.5.012.00\*

P/C

CHECK VISUALLY SYSTEMS CAUTION AND WARNING LIGHTS

CHECKLIST = SEQUENCE

CHECK

CAUTION-WARNING LIGHTS

CAUTION-WARNING LIGHTS = ACCEPTABLE\*

01.1.5.013.00\*

C

SET UHF 1 MASTER SWITCH TO 'MAIN' AND SET CHANNEL AS DESIRED

CHECKLIST = SEQUENCE

SET

FUNCTION SELECT SW-PILOT  
PRESET CHANNEL SELECTOR-PILOTFUNCTION SELECT SW-PILOT = MAIN  
AND PRESET CHANNEL SELECTOR-PILOT = TBD

01.1.5.014.00\*

C

SET UHF 2 MASTER SWITCH TO 'MAIN' AND SET CHANNEL AS DESIRED

CHECKLIST = SEQUENCE

SET

FUNCTION SELECT SW-COPILOT  
PRESET CHANNEL SELECTOR-COPFUNCTION SELECT SW-COPILOT = MAIN  
AND PRESET CHANNEL SELECTOR-COP = TBD

01.1.5.015.00\*

C

SET TACAN SWITCH TO 'TR' AND SET CHANNEL AS DESIRED

CHECKLIST = SEQUENCE

SET

MODE SELECTOR SWITCH-TACAN  
CHANNEL SELECTOR-TACANMODE SELECTOR SWITCH-TACAN = T-R  
AND CHANNEL SELECTOR-TACAN = TBD

01.1.5.016.00\*

C

SET ILS SWITCH TO 'ON' AND SET FREQUENCY AS DESIRED\*

CHECKLIST = SEQUENCE

SET

POWER SWITCH-ILS  
FREQUENCY SELECT KNOBSPOWER SWITCH-ILS = PWR  
AND FREQUENCY SELECT KNOBS = TBD

01.1.5.017.00\*

P

SET RADAR ALTIMETER MODE SWITCH TO '1 OR 2' POSITION\*

CHECKLIST = SEQUENCE

SET

CHANNEL SELECTOR SWITCH

CHANNEL SELECTOR SWITCH = 1 OR 2

01.1.5.018.00\*

PERFORM OPERATIONAL TEST CHECK ON CODED SW SET CONTROLLER

	CHECKLIST	= SEQUENCE
SET	OPERATE; MONITOR SWITCH	
	OPERATE; MONITOR SWITCH	= OPERATE*
	AND CODE INDICATOR	= ON
	AND DISENABLE INDICATOR	= ON

01.1.5.022.00\*

P/C

SET FLT DIR MODE SWITCHES TO 'TACAN'

	CHECKLIST	= SEQUENCE
SET	FLT DIR MODE SWITCH-PILOT	
	FLT DIR MODE SWITCH-COPILOT	
	FLT DIR MODE SWITCH-PILOT	= TACAN
	AND FLT DIR MODE SWITCH-COPILOT	= TACAN

01.1.5.023.00\*

P/C

SET COMMAND COURSE AND HEADING INTO HSI

	CHECKLIST	= SEQUENCE
SET	COURSE SET KNOB	
	HEADING SET KNOB	
	COURSE SET KNOB	= TBD
	AND HEADING SET KNOB	= TBD

01.1.5.024.00\*

P

SET ANTI CLSN SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	ANTI-COLLISION CONTROL SWITCH	
	ANTI-COLLISION CONTROL SWITCH	= OFF

01.1.5.025.00\*

P

SET EXT POSITION LIGHT SWITCHES (2) TO 'BRT AND FLASH'

	CHECKLIST	= SEQUENCE
SET	POSITION LIGHT SWITCH	
	POSITION LIGHT MODE SWITCH	
	POSITION LIGHT SWITCH	= BRT
	AND POSITION LIGHT MODE SWITCH	= FLASH

01.1.5.026.00\*

SET ANNUNCIATOR LAMP BRT-DIM TEST SWITCH\*

	CHECKLIST	= SEQUENCE
SET	ANNUNCIATOR TEST SWITCH	
	ANNUNCIATOR TEST SWITCH	= BRT
	AND ANNUNCIATOR TEST SWITCH	= DIM

P

01.1.5.027.00\*

SET BRT-DIM INTEGRAL SWITCH TO 'BRT' OR 'DIM' AS DESIRED

	CHECKLIST	= SEQUENCE
SET	BRT-DIM INTEGRAL SWITCH	
	BRT-DIM INTEGRAL SWITCH	= BRT
	OR BRT-DIM INTEGRAL SWITCH	= DIM

P

01.1.5.028.00\*

SET INTEGRAL LIGHT SWITCHES (2) TO 'STBY COMP AND ALPHA'\*

	CHECKLIST	= SEQUENCE
SET	STANDBY COMPASS LIGHT CONTROL	
	AOA DISPLAY LIGHT CONTROL	
	STANDBY COMPASS LIGHT CONTROL	= STBY COMP
	AND AOA DISPLAY LIGHT CONTROL	= ALPHA

P/C

01.1.5.029.00\*

SET AFCS AND AOA INDEXER LIGHTING CONTROL AS DESIRED

	CHECKLIST	= SEQUENCE
SET	PILOTS AFCS & INDEXER CONTROL	
	COPILOT AFCS-INDEXER CONTROL	
	PILOTS AFCS & INDEXER CONTROL	= TBD
	AND COPILOT AFCS-INDEXER CONTROL	= TBD

P

01.1.5.030.00\*

SET OVHD/PED LIGHTING CONTROLS AS DESIRED

	CHECKLIST	= SEQUENCE
SET	OVHD INTEGRAL LIGHT CONTROL	
	PED INTEGRAL LIGHT CONTROL	
	OVHD INTEGRAL LIGHT CONTROL	= TBD
	AND PED INTEGRAL LIGHT CONTROL	= TBD

01.1.5.031.00\*

SET 'C' (CENTER INSTRUMENT PANEL) LIGHTING AS DESIRED

CHECKLIST = SEQUENCE

SET

CN INST PNL INT LIGHT SW

CN INST PNL INT LIGHT SW = TBD

01.1.5.032.00\*

SET AISLE LIGHTING SWITCH 'ON' IF DESIRED

CHECKLIST = SEQUENCE

SET

AISLE LIGHTING CONTROL

AISLE LIGHTING CONTROL = TBD

01.1.5.033.00\*

DEPRESS FIRE DETR CIRCUIT TEST PUSHBUTTON\*

CHECKLIST = SEQUENCE

DEPRESS

FIRE DETR TEST SW (PUSHBUTTON)

01.1.5.033.01\*

CHECK ENGINES LOOPS A AND B FIRE DETECTION LIGHTS

FIRE DETR TEST SW (PUSHBUTTON) = DEPRESSED

CHECK

ENGINE-ADG LOOP A FIRE LIGHTS  
ENGINE-ADG LOOP B FIRE LIGHTSENGINE-ADG LOOP A FIRE LIGHTS = ON  
AND ENGINE-ADG LOOP B FIRE LIGHTS = ON

01.1.5.033.02\*

CHECK APUS LOOPS A AND B FIRE DETECTION LIGHTS

FIRE DETR TEST SW (PUSHBUTTON) = DEPRESSED

CHECK

APU LOOP A LIGHT  
APU LOOP B LIGHTAPU LOOP A LIGHT = ON  
AND APU LOOP B LIGHT = ON

01.1.5.034.00\*

SET EMERG GEN SW TO 'ON' AND CHECK GENERATOR OUTPUT

CHECKLIST = SEQUENCE



01.1.5.034.01\*

30  
C

RAISE SWITCH GUARD AND SET EMERG GEN SWITCH TO 'ON'

	CHECKLIST	= SEQUENCE
SET	EMERGENCY GENERATOR CONTROL SW VOLTAGE/FREQ SELECTOR SWITCH	
	EMERGENCY GENERATOR CONTROL SW = ON AND EMERG GENERATOR ADVISORY LT = 'EMERG GEN ON' AND VOLTAGE/FREQ SELECTOR SWITCH = EMERG	

01.1.5.034.02\*

C

CHECK EMERG GENERATOR OUTPUT\*

	EMERG GENERATOR ADVISORY LT = 'EMERG GEN ON' AND VOLTAGE/FREQ SELECTOR SWITCH = EMERG	
CHECK	VOLTAGE METER FREQUENCY METER	
	VOLTAGE METER = TBD AND FREQUENCY METER = TBD	

01.1.5.035.00\*

P

POSITION FIRE WARNING AND EXTGH CIRCUIT SWITCH IN 'TEST'\*

	CHECKLIST	= SEQUENCE
POSITION	FIRE WARN & EXTGH TEST SW	
	FIRE WARN & EXTGH TEST SW = TEST AND FIRE WARN & EXTGH PANEL = 'ENG FIRE' AND APU FIRE SWITCHLIGHTS = 'APU FIRE'	

01.1.5.036.00\*

C

SET FUEL QTY AND CG TEST SWITCHES UP, THEN DOWN

	CHECKLIST	= SEQUENCE
--	-----------	------------

01.1.5.036.01\*

C

SET FUEL QTY AND CG TEST SWITCHES UP

	CHECKLIST	= SEQUENCE
SET	FUEL & CENTER OF GRAVITY SW	
	FUEL & CENTER OF GRAVITY SW = UP AND TAPE POINTER = TBD AND FUEL MGT PANEL = TBD	

01.1.5.036.02\*

C

SET FUEL QTY AND CG TEST SWITCHES DN\*

FUEL & CENTER OF GRAVITY SW	= UP
AND TAPE POINTER	= TBD
AND FUEL MGT PANEL	= TBD

SET

FUEL &amp; CENTER OF GRAVITY SW

FUEL & CENTER OF GRAVITY SW	= DN*
AND TAPE POINTER	= TBD
AND FUEL MGT PANEL	= TBD

01.1.5.037.00\*

P/C

CHECK FUEL QUANTITIES SHOWN IN A-V WITH ENTRIES IN FORM 781

CHECKLIST = SEQUENCE

01.1.5.037.01\*

P/C

SET FUEL SEL TK TO VARIOUS POSNS AND CHECK DIGITAL READOUT

CHECKLIST = SEQUENCE

CHECK

SELECT TANK SWITCH  
SELECT QUANTITY DIGITAL READ

SELECT TANK SWITCH	= TBD
AND SELECT QUANTITY DIGITAL READ	= TBD

01.1.5.038.00\*

C

DEPRESS OXYGEN QTY TEST PUSHBUTTON\*

CHECKLIST = SEQUENCE

DEPRESS

OXYGEN TEST PUSHBUTTON

LIQUID OXYGEN QUANTITY METER	= 0*
AND LIQUID OXYGEN QUANTITY METER	= TBD

01.1.5.039.00\*

P/C

VERIFY THAT WING SWEEP HANDLES ARE IN FULL FWD POSN (15 DEG)

CHECKLIST = SEQUENCE

CHECK

WING SWEEP HANDLES  
WING SWEEP POSITION INDICATOR

WING SWEEP HANDLES	= FULL FORWARD*
AND WING SWEEP POSITION INDICATOR	= 15

01.1.5.040.00\*

REQUEST ALL CLEAR FROM GROUND CREW BEFORE OPERATING CONTROLS

	CHECKLIST	= SEQUENCE
OBSERVE	WINDSCREEN	
	WINDSCREEN	= OBSERVED*

01.1.5.041.00\*

CYCLE FLAPS-SLATS FOR SYSTEM CHECK WITH SURE POSN INDICATORS

	CHECKLIST	= SEQUENCE
OPERATE	FLAP-SLAT CONTROL HANDLE	
	FLAP POSITION INDICATOR	= TBD*
	AND SLATS POSITION INDICATOR	= TBD

01.1.5.042.00\*

CYCLE PRIMARY FLIGHT CONTROLS AND CHECK ON SURE POSN INDICS\*

	CHECKLIST	= SEQUENCE
OPERATE	FLIGHT CONTROL STICK	
	RUDDER PEDALS	
	WING-SWEEP SURFACE POS IND	= TBD*

01.1.5.043.00\*

VERIFY OPERATION OF STANDBY PITCH TRIM SYSTEM

	CHECKLIST	= SEQUENCE
--	-----------	------------

01.1.5.043.01\*

SET PITCH TRIM POWER SWITCH IN 'STBY' POSITION

	CHECKLIST	= SEQUENCE
SET	PITCH TRIM SWITCH	
	PITCH TRIM SWITCH	= STBY

01.1.5.043.02\*

OPERATE PILOTS CONSOLE STBY PITCH TRIM SWITCH UP THEN DOWN

	CHECKLIST	= SEQUENCE
OPERATE	PILOT STBY PITCH SWITCH	
	PILOT STBY PITCH SWITCH	
	STABILIZER POSITION INDICATOR	= TBD*

01.1.5.044.00\*

VERIFY OPERATION OF ALTERNATE TRIM SYSTEM\*

CHECKLIST

= SEQUENCE

VERIFY

01.1.5.044.01\*

SET PITCH, ROLL, AND YAW POWER SWITCHES (3) IN 'ALTER' POSN

CHECKLIST

= SEQUENCE

SET

PITCH TRIM SWITCH  
ROLL TRIM SWITCH  
YAW TRIM SWITCH

PITCH TRIM SWITCH  
AND ROLL TRIM SWITCH  
AND YAW TRIM SWITCH

= ALTER  
= ALTER  
= ALTER

01.1.5.044.02\*

OPERATE PILOT'S STICK TRIM SWITCH AND CHECK POSN INDICATORS\*

CHECKLIST

= SEQUENCE

OPERATE

PLT TRIM SW (ON CONTR STICK)

STABILIZER POSITION INDICATOR = TBD\*

01.1.5.044.03\*

OPERATE PILOT'S TRIM YAW SWITCH AND CHECK POSN INDICATORS\*

CHECKLIST

= SEQUENCE

OPERATE

PILOT YAW SWITCH

RUDDER POSITION INDICATOR

= TBD\*

01.1.5.045.00\*

VERIFY OPERATION OF NORMAL TRIM SYSTEM

CHECKLIST

= SEQUENCE

VERIFY

01.1.5.045.01\*

SET PITCH, ROLL, AND YAW POWER SWITCHES (3) IN 'NORM' POSN

	CHECKLIST	= SEQUENCE
SET	PITCH TRIM SWITCH	
	ROLL TRIM SWITCH	
	YAW TRIM SWITCH	
	PITCH TRIM SWITCH	= NORM
	AND ROLL TRIM SWITCH	= NORM
	AND YAW TRIM SWITCH	= NORM

01.1.5.045.02\*

OPERATE PILOT'S STICK TRIM SWITCH AND CHECK POSN INDICATORS\*

	CHECKLIST	= SEQUENCE
OPERATE	PLT TRIM SW (ON CONTR STICK)	
	STABILIZER POSITION INDICATOR	= TBD*

01.1.5.045.03\*

OPERATE PILOT'S TRIM YAW SWITCH AND CHECK POSN INDICATORS\*

	CHECKLIST	= SEQUENCE
OPERATE	PILOT YAW SWITCH	
	RUDDER POSITION INDICATOR	= TBD*

01.1.5.045.04\*

DEPRESS TTO PUSHBUTTON AND CHECK GREEN LIGHT\*

	CHECKLIST	= SEQUENCE
DEPRESS	TRIM FOR TAKEOFF (TTO) SWITCH	
	TRIM FOR TAKEOFF LIGHT	= ON

01.1.5.046.00\*

VERIFY SPEEDBRAKE OPERATION

	CHECKLIST	= SEQUENCE
VERIFY		

01.1.5.046.01\*

SET LEVER LOCKED SPDBK SWITCH TO 'ALTER' POSITION\*

	CHECKLIST	= SEQUENCE
SET	SPD BRK SWITCH	
	SPD BRK SWITCH	= ALTER

01.1.5.046.02\*

P/C

SET EITHER NO.4 THROTTLE SPDBK SWITCH TO 'OUT' POSITION\*

SET

SPD BRK SWITCH = ALTER

PILOTS SPD BRK CONTR #4 THROT  
COPLTS SPD BRK CONTR #4 THROTPILOTS SPD BRK CONTR #4 THROT = OUT\*  
OR COPLTS SPD BRK CONTR #4 THROT = OUT  
AND LEFT AND RIGHT SPOILERS EM IND= 'UP'

01.1.5.046.03\*

P/C

SET EITHER NO.4 THROTTLE SPDBK SWITCH TO 'IN' POSITION

SET

LEFT AND RIGHT SPOILERS EM IND= 'UP'

PILOTS SPD BRK CONTR #4 THROT  
COPLTS SPD BRK CONTR #4 THROTPILOTS SPD BRK CONTR #4 THROT = IN\*  
OR COPLTS SPD BRK CONTR #4 THROT = IN  
AND LEFT AND RIGHT SPOILERS EM IND= NO FLAG

01.1.5.046.04\*

P

SET LEVER LOCKED SPDBK SWITCH TO 'NORM' POSITION\*

SET

PILOTS SPD BRK CONTR #4 THROT = IN  
OR COPLTS SPD BRK CONTR #4 THROT = IN

AND LEFT AND RIGHT SPOILERS EM IND= NO FLAG

SPD BRK SWITCH

SPD BRK SWITCH = NORM

01.1.5.046.05\*

P/C

SET EITHER NO.4 THROTTLE SPDBK SWITCH TO 'OUT' POSITION\*

SET

SPD BRK SWITCH = NORM

PILOTS SPD BRK CONTR #4 THROT  
COPLTS SPD BRK CONTR #4 THROTPILOTS SPD BRK CONTR #4 THROT = OUT\*  
OR COPLTS SPD BRK CONTR #4 THROT = OUT  
AND LEFT AND RIGHT SPOILERS EM IND= 'UP'

01.1.5.046.06\*

P/C

SET EITHER NO. 4 THROTTLE SPDBK SWITCH TO 'IN' POSITION

LEFT AND RIGHT SPOILERS EM IND= 'UP'

SET

PILOTS SPD BRK CONTR #4 THROT  
COPLTS SPD BRK CONTR #4 THROTPILOTS SPD BRK CONTR #4 THROT = IN\*  
OR COPLTS SPD BRK CONTR #4 THROT = IN  
AND LEFT AND RIGHT SPOILERS EM IND= NO FLAG

01.1.5.047.00\*

P/C

SET AMI COMMAND AIRSPEED AND MACH MARKERS AS REQUIRED

CHECKLIST = SEQUENCE

SET

01.1.5.047.01\*

P/C

SET AMI COMMAND AIRSPEED MARKERS AS REQUIRED

CHECKLIST = SEQUENCE

SET

AIRSPEED COMMAND SLEW SWITCH

COMMAND AIRSPEED MARKER = TBD

01.1.5.047.02\*

P/C

SET AMI COMMAND MACH MARKERS AS REQUIRED

COMMAND AIRSPEED MARKER = TBD

SET

MACH COMMAND SLEW SWITCH

COMMAND MACH MARKER = TBD

01.1.5.048.00\*

P/C

SET AVVI BARO CONTROLS TO CURRENT BAROMETRIC PRESSURE

CHECKLIST = SEQUENCE

SET

BARO-SET KNOB

BARO-SET KNOB = TBD

01.1.5.049.00\*

P/C

SET COMMAND ALTITUDE SLEWING SWITCH TO READ COMMAND ALTITUDE

CHECKLIST = SEQUENCE

SET

COMMAND ALTITUDE SLEW SWITCH

COMMAND ALTITUDE SLEW SWITCH = TBD\*

01.1.5.050.00\*

SET AND CHECK STANDBY FLIGHT INSTRUMENTS

CHECKLIST

= SEQUENCE

SET

01.1.5.050.01\*

SET PITCH TRIM KNOB TO ZERO AND CHECK 'OFF' FLAG OUT OF VIEW

CHECKLIST

= SEQUENCE

SET

PITCH TRIM KNOB

MINIATURE AIRPLANE  
AND SPHEROID-PITCH SCALE  
AND OFF FLAG-SADI

= TBD

= TBD

= NO FLAG

01.1.5.050.02\*

SET AIRSPEED-MACH NO. INDICATOR AIRSPEED MARKER AS REQUIRED

CHECKLIST

= SEQUENCE

SET

AIRSPEED MARKER SET KNOB

AIRSPEED MARKER = TBD  
AND MAX ALLOW AIRSPEED-MACH POINT = TBD

01.1.5.050.03\*

SET GROUND SPEED-TRUE AIRSPEED SELECTOR SWITCH TO 'TAS'

AIRSPEED MARKER

= TBD

SET

MODE SELECTOR KNOB

MODE SELECTOR KNOB

= TAS

01.1.5.050.04\*

SET BAROMETRIC SETTING KNOB ON STBY ALTIM TO LOCAL PRESSURE

MODE SELECTOR KNOB

= TBD

SET

BAROMETRIC SETTING KNOB

BAROMETRIC SCALE COUNTER

= TBD



01.1.5.051.00\*

VERIFY THAT ALL AICS MANUAL SET KNOBS ARE IN\*

CHECKLIST = SEQUENCE

CHECK

MANUAL SET KNOBS-RAMP DISPLAYS  
 MANUAL SET KNOBS-THROAT DISPLA  
 MANUAL SET KNOB-BYPASS

MANUAL SET KNOBS-RAMP DISPLAYS= IN  
 AND MANUAL SET KNOBS-THROAT DISPLA= IN  
 AND MANUAL SET KNOB-BYPASS = IN

01.1.5.052.00\*

O/D

ESTABLISH INTERPHONE COMMUNICATIONS\*

VOLTAGE METER = TBD  
 AND FREQUENCY METER = TBD

COMMUNICATE

OSO INTERPHONE SWITCH  
 OSO INTERPHONE SWITCH

OSO ICS = CHECKED\*  
 AND OSO ICS = CHECKED

01.1.5.053.00\*

O/D

MONITOR CITS DISPLAY PANEL FOR FAULT TEST

CHECKLIST = SEQUENCE

MONITOR-VISUAL

CITS CONTROL, DISPLAY PANEL

CITS CONTROL, DISPLAY PANEL = TBD\*

01.1.5.054.00\*

0

SET ACU GEN NAV-WPN DEL AND DOPPLER PWR SWITCHES

CHECKLIST = SEQUENCE

SET

GN-DSBL SWITCH  
 WD-DSBL SWITCH  
 DOPPLER CONTROL

GN-DSBL SWITCH = DSBL\*  
 AND WD-DSBL SWITCH = DSBL  
 AND DOPPLER CONTROL = STBY

01.1.5.055.00\*

0

SET INS 1 (INERTIAL NAV SYSTEM) SWITCH TO 'ENBL'

CHECKLIST = SEQUENCE

SET

INS1 DSBL SWITCH

INS1 DSBL SWITCH = INS 1\*  
 AND NAVIGATION ANNUNCIATORS-INS1 = 'WM UP'

01.1.5.056.00\*

SET INS 2 SWITCH TO 'ENBL'

CHECKLIST = SEQUENCE

SET

INS 2 DSBL SWITCH

INS 2 DSBL SWITCH = INS 2\*  
AND NAVIGATION ANNUNCIATORS-INS 2 = 'WM UP'

01.1.5.057.00\*

SET GROUND POSITION (LAT, LONG, MAGNETIC VARIATIONS) VIA IKB

CHECKLIST = SEQUENCE

SET

OPTION SELECT SWITCHES

DISPLAY TUBE SURFACE = TBD

01.1.5.058.00\*

SET FLR OPERATING MODE ROTARY CONTROL TO 'STBY'

CHECKLIST = SEQUENCE

SET

MODE SWITCH-RADAR SET-2

MODE SWITCH-RADAR SET-2 = STBY

01.1.5.059.00\*

SET EVS VIDEO SELECT ROTARY KNOB TO 'STBY'

CHECKLIST = SEQUENCE

SET

VIDEO SELECT SWITCH

VIDEO SELECT SWITCH = STBY

01.1.5.061.00\*

SET FLIR MODE SELECT ROTARY CONTROL TO 'STBY'

CHECKLIST = SEQUENCE

SET

MODE SELECT SWITCH-FLIR

MODE SELECT SWITCH-FLIR = STBY

01.1.5.062.00\*

DEPRESS MEMORY CONTROL PUSHBUTTON TO LOAD MISSION CASSETTE\*

CHECKLIST = SEQUENCE

DEPRESS

MEMORY SWITCHES (LOAD-ERASE)

MEMORY SWITCHES (LOAD-ERASE) = DEPRESSED

01.1.5.063.00\*

40  
0

VERIFY MISSION DATA CASSETTE IS LOADED\*

	CHECKLIST	= SEQUENCE
CHECK	SMS CRT READOUT ASSEMBLY-LEFT SMS CRT READOUT ASSEMBLY-RIGHT NAVIGATION PANEL	
	SMS CRT READOUT ASSEMBLY-LEFT = TBD* AND SMS CRT READOUT ASSEMBLY-RIGHT = TBD AND NAVIGATION PANEL = TBD	

01.1.5.064.00\*

0

SET FLR OPERATING MODE CONTROL TO 'ON' AND ADJUST

	CHECKLIST	= SEQUENCE
SET	MODE SWITCH-RADAR SET-2	
	SWEEP CONTROL AND AZIMUTH INT CONTROL AND RANGE MARK CONTROL	= TBD* = TBD = TBD

01.1.5.065.00\*

0

CLEAR WITH GO FOR RADAR TRANSMIT CHECK

COMMUNICATE	OSO INTERPHONE SWITCH	
	GROUND OBSERVER ICS	= 'AREA IS CLEAR'*

01.1.5.066.00\*

0

SET FLR OPERATING MODE TO 'XMIT' AND CHECK OPERATION

	CHECKLIST	= SEQUENCE
SET	MODE SWITCH-RADAR SET-2	
	MODE SWITCH-RADAR SET-2 AND CRT DISPLAY SURFACE	= XMIT* = CHECKED

01.1.5.067.00\*

0

SET FLR OPERATING MODE TO 'ON'

	CHECKLIST	= SEQUENCE
SET	MODE SWITCH-RADAR SET-2	
	MODE SWITCH-RADAR SET-2	= ON

01.1.5.068.00\*

INFORM GO THAT FLR TRANSMIT CHECK IS COMPLETE

COMMUNICATE

MODE SWITCH-RADAR SET-2 = ON

OSO INTERPHONE SWITCH

GROUND OBSERVER ICS = ACKNOWLEDGED

01.1.5.069.00\*

SET TFR MODE SWITCHES TO 'STBY'\*

SET

CHECKLIST = SEQUENCE

MODE SWITCH-TFR

MODE SWITCH-TFR = STBY

01.1.5.070.00\*

PERFORM OPERATIONAL CHECK OF RADAR ALTIMETER

CHECKLIST = SEQUENCE

01.1.5.070.01\*

SET SELECTOR TO '1' AND CHECK SELF TEST CIRCUITS\*

SET

CHECKLIST = SEQUENCE

CHANNEL SELECTOR SWITCH  
POWER-SET-TEST CONTROL KNOB

CHANNEL SELECTOR SWITCH = 1\*  
AND POWER-SET-TEST CONTROL KNOB = DEPRESSED  
AND SELF-TEST VALID LIGHT = ON

01.1.5.070.02\*

SET SELECTOR TO '2' AND CHECK SELF TEST CIRCUITS

SET

CHECKLIST = SEQUENCE

CHANNEL SELECTOR SWITCH  
POWER-SET-TEST CONTROL KNOB

CHANNEL SELECTOR SWITCH = 2\*  
AND POWER-SET-TEST CONTROL KNOB = DEPRESSED  
AND SELF-TEST VALID LIGHT = ON

01.1.5.070.03\*

SET SELECTOR TO '1 OR 2' FOR NORMAL OPERATIONS\*

	CHECKLIST	= SEQUENCE
SET	CHANNEL SELECTOR SWITCH	
	CHANNEL SELECTOR SWITCH	= 1 OR 2

01.1.5.071.00\*

CHECK TFR'S OPERATIONALLY\*

P/C

	CHECKLIST	= SEQUENCE
CHECK	TF INDICATOR PANEL	
	TF INDICATOR PANEL	= COMPLETED

01.1.5.073.00\*

SET FLIR MODE SELECT CONTROL TO 'OPR'

O

	CHECKLIST	= SEQUENCE
SET	MODE SELECT SWITCH-FLIR	
	MODE SELECT SWITCH-FLIR	= OPR

01.1.5.076.00\*

SET EVS VIDEO SELECT CONTROL TO 'FLIR'

D

	CHECKLIST	= SEQUENCE
SET	VIDEO SELECT SWITCH	
	VIDEO SELECT SWITCH	= FLIR

01.1.5.077.00\*

CHECK FLIR DISPLAY PRESENTATION (MED)\*

O

	CHECKLIST	= SEQUENCE
CHECK	MULTIFUNCTION DISPLAY	
	MULTIFUNCTION DISPLAY	= CHECKED

01.1.5.078.00\*

DEPRESS INS 1 SELECT PUSHBUTTON TO CHECK ALIGNMENT

O

	CHECKLIST	= SEQUENCE
DEPRESS	INS-1 MODE SELECT	
	INS-1 MODE SELECT	= 'NAV'*

01.1.5.079.00\*

CHECK INS 1 ALIGNMENT

CHECKLIST = SEQUENCE

CHECK

NAVIGATION PANEL  
NAVIGATION CORRECTION PANELNAVIGATION PANEL = CHECKED  
AND NAVIGATION CORRECTION PANEL = CHECKED

01.1.5.080.00\*

DEPRESS INS 2 SELECT PUSHBUTTON TO CHECK ALIGNMENT

CHECKLIST = SEQUENCE

DEPRESS

INS-2 MODE SELECT

INS-2 MODE SELECT = 'NAV'\*

01.1.5.081.00\*

CHECK INS 2 ALIGNMENT

CHECKLIST = SEQUENCE

CHECK

NAVIGATION PANEL  
NAVIGATION CORRECTION PANELNAVIGATION PANEL = CHECKED  
AND NAVIGATION CORRECTION PANEL = CHECKED

01.1.5.082.00\*

DEPRESS DISPLAY SELECT PUSHBUTTON

CHECKLIST = SEQUENCE

DEPRESS

L DIS SELECTOR PUSHBUTTON  
R DIS SELECTOR PUSHBUTTONL DIS SELECTOR PUSHBUTTON = DEPRESSED  
AND R DIS SELECTOR PUSHBUTTON = DEPRESSED

01.1.5.083.00\*

DEPRESS DATA SELECT FOR NUCLEAR WEAPON LOCATION AND STATUS

CHECKLIST = SEQUENCE

DEPRESS

STAT DATA CONTROL SWITCH  
INV DATA CONTROL SWITCHSMS CRT READOUT ASSEMBLY-LEFT = TBD\*  
AND SMS CRT READOUT ASSEMBLY-RIGHT = TBD

01.1.5.111.00\*

0

SELECT ACU FUNCTION

	CHECKLIST	= SEQUENCE
SELECT	FUNCTION SWITCH	
	FUNCTION SWITCH	= TBD

01.1.5.112.00\*

0

SELECT LAMP TEST OPTION

	CHECKLIST	= SEQUENCE
SELECT	OPTION SELECT SWITCHES	
	OPTION SELECT SWITCHES	= TBD

01.1.5.113.00\*

0

SELECT NAVIGATION AUXILIARY OPTION

	CHECKLIST	= SEQUENCE
SELECT	OPTION SELECT SWITCHES	
	OPTION SELECT SWITCHES	= TBD

01.1.5.114.00\*

0

NOTE LAMP STATUS ON NAV, NAV CORRECTION, AND AUXILIARY PANELS

	CHECKLIST	= SEQUENCE
OBSERVE	NAVIGATION PANEL	
	NAVIGATION CORRECTION PANEL	
	AUXILIARY PANEL	
	NAVIGATION PANEL	= TBD
	AND NAVIGATION CORRECTION PANEL	= TBD
	AND AUXILIARY PANEL	= TBD

01.1.5.115.00\*

0

SELECT STORES MANAGEMENT SYSTEM OPTION

	CHECKLIST	= SEQUENCE
SELECT	OPTION SELECT SWITCHES	
	OPTION SELECT SWITCHES	= TBD

01.1.5.116.00\*

NOTE LAMP STATUS ON SMS STORES DELIVERY PANEL

CHECKLIST

= SEQUENCE

OBSERVE

STORES MANAGEMENT PANEL  
STORES DELIVERY PANEL

STORES MANAGEMENT PANEL  
AND STORES DELIVERY PANEL

= TBD  
= TBD

01.1.5.117.00\*

SELECT IKB OPTION

CHECKLIST

= SEQUENCE

SELECT

OPTION SELECT SWITCHES

OPTION SELECT SWITCHES

= TBD

01.1.5.118.00\*

NOTE STATUS OF IKB LAMPS

CHECKLIST

= SEQUENCE

OBSERVE

OPTION SELECT SWITCHES

OPTION SELECT SWITCHES

= TBD

01.1.5.119.00\*

DESELECT ACU FUNCTION

CHECKLIST

= SEQUENCE

SELECT

FUNCTION SWITCH

FUNCTION SWITCH

= TBD

01.1.5.120.00\*

TEST EVS VIDEO SELECT

CHECKLIST

= SEQUENCE

TEST

SYMBOLS SWITCH

SYMBOLS SWITCH

= TBD

01.1.5.121.00\*

NOTE STATUS OF BNS HDG LAMP

CHECKLIST

= SEQUENCE

OBSERVE

BNS HDG SWITCH

BNS HDG SWITCH

= TBD



01.1.5.124.00\*

TEST FLIR CONTROL PANEL LAMPS

	CHECKLIST	= SEQUENCE
TEST	LAMP TEST SWITCH-FLIR	
	LAMP TEST SWITCH-FLIR	= TBD

01.1.5.125.00\*

NOTE STATUS OF FLIR CONTROL PANEL LAMPS

	CHECKLIST	= SEQUENCE
OBSERVE	FLIR CONTROL PANEL	
	FLIR CONTROL PANEL	= TBD

01.1.5.126.00\*

TEST EVS STEERING CONTROL PANEL LAMPS

	CHECKLIST	= SEQUENCE
TEST	LAMP TEST SWITCH-EVS	
	LAMP TEST SWITCH-EVS	= TBD

01.1.5.127.00\*

NOTE STATUS OF EVS STEERING CONTROL PANEL LAMPS

	CHECKLIST	= SEQUENCE
OBSERVE	EVS STEERING CONTROL PANEL	
	EVS STEERING CONTROL PANEL	= TBD

01.1.5.128.00\*

TEST FLR INDICATOR, RECORDER LAMPS

	CHECKLIST	= SEQUENCE
TEST	TEST SWITCH-IND-REC	
	TEST SWITCH-IND-REC	= LAMP

01.1.5.129.00\*

NOTE STATUS OF FLIR INDICATOR, RECORDER LAMPS

	CHECKLIST	= SEQUENCE
OBSERVE	INDICATOR-RECORDER	
	INDICATOR-RECORDER	= TBD

01.2.1.001.00\*

VERIFY THAT FLAPS-SLATS ARE RETRACTED

	CHECKLIST	= SEQUENCE
CHECK	FLAP-SLAT CONTROL HANDLE FLAP POSITION INDICATOR SLATS POSITION INDICATOR	
	FLAP-SLAT CONTROL HANDLE	= SLAT RET*
	AND FLAP POSITION INDICATOR	= UP
	AND SLATS POSITION INDICATOR	= 'RET'

01.2.1.002.00\*

VERIFY THAT SPDBRKS ARE RETRACTED

	CHECKLIST	= SEQUENCE
CHECK	PILOTS SPD BRK CONTR #4 THROT LEFT SPOILER EM INDICATORS SPOILER INDICATORS	
	PILOTS SPD BRK CONTR #4 THROT	= IN
	AND SPOILER INDICATOR	= NO FLAG
	AND RIGHT SPOILER EM INDICATORS	= NO FLAG

01.2.1.003.00\*

VERIFY UHF RADIOS BY CONTACTING COMMAND POST

P/C

	CHECKLIST	= SEQUENCE
COMMUNICATE	PUSH-TO-TALK SWITCH	
	PILOT UHF COMM PANEL	= 'RADIO CHECK'*
	AND COPILOT UHF COMM PANEL	= 'RADIO CHECK'

01.2.1.004.00\*

SET BOTH RADAR XPNDR POWER CONTROLS TO 'STBY' POSITION

C

	CHECKLIST	= SEQUENCE
SET	POWER SELECT SWITCH	
	POWER SELECT SWITCH	= STBY

01.2.1.005.00\*

VERIFY THAT THE AFCS IS DISENGAGED

P/C

	CHECKLIST	= SEQUENCE
VERIFY	TAKE COMMAND PUSHBUTTON ENGAGE PUSHBUTTONS	
	TAKE COMMAND PUSHBUTTON	= 'TAKE COMD'-W*
	AND ENGAGE PUSHBUTTONS	= 'ENGAGE'-W

01.2.1.006.00\*

DEPRESS WEAPONS BAY DOORS CONTROL TO OPEN-CLOSE AS REQUIRED\*

	CHECKLIST	= SEQUENCE
DEPRESS	BAY DOOR CONTROL	= TBD

01.2.1.007.00\*

SET VIDEO SELECT SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	VIDEO SELECT SWITCH	
	VIDEO SELECT SWITCH	= OFF

01.2.1.009.00\*

SET FLIR MODE SELECT ROTARY SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	MODE SELECT SWITCH-FLIR	
	MODE SELECT SWITCH-FLIR	= OFF

01.2.1.010.00\*

SET FLR OPERATING MODE ROTARY CONTROL TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	MODE SWITCH-RADAR SET-2	
	MODE SWITCH-RADAR SET-2	= OFF

01.2.1.014.00\*

SET ALIGNMENT MODE OPTION THRU IKB PUSHBUTTONS\*

	CHECKLIST	= SEQUENCE
SET	OPTION SELECT SWITCHES	
	OPTION SELECT SWITCHES	= TBD

01.2.1.016.00\*

SET INS 1 SELECT PUSHBUTTON TO 'OUT'

	CHECKLIST	= SEQUENCE
SET	INS-1 MODE SELECT	
	INS-1 MODE SELECT	= OFF

01.2.1.017.00\*

SET INS 2 SELECT PUSHBUTTON TO 'OUT'

	CHECKLIST	= SEQUENCE
SET	INS-2 MODE SELECT	
	INS-2 MODE SELECT	= OFF

01.2.1.018.00\*

SET NAV MODE AUTO MAN PUSHBUTTON TO 'AUTO'

	CHECKLIST	= SEQUENCE
SET	AUTO-MAN MODE SELECT	
	AUTO-MAN MODE SELECT	= 'AUTO'

01.2.1.019.00\*

SET NAV MODE LAND SEA PUSHBUTTON TO 'LAND'

	CHECKLIST	= SEQUENCE
SET	LAND-SEA MODE SELECT	
	LAND-SEA MODE SELECT	= 'LAND'

01.2.1.020.00\*

SET X-HAIR PUSHBUTTON TO 'DEST'

	CHECKLIST	= SEQUENCE
DEPRESS	DESTINATION X-HAIR CONTROL	
	DESTINATION X-HAIR CONTROL	= ON

01.2.1.021.00\*

SET GEN NAV POWER SWITCH TO 'DSBL'

	CHECKLIST	= SEQUENCE
SET	GN-DSBL SWITCH	
	GN-DSBL SWITCH	= DSBL

01.2.1.022.00\*

SET WPN DEL POWER SWITCH TO 'DSBL'

	CHECKLIST	= SEQUENCE
SET	WD-DSBL SWITCH	
	WD-DSBL SWITCH	= DSBL

01.2.1.023.00\*

50  
O/D

NOTIFY 'P-CP' READY FOR 'POWER OFF'

	CHECKLIST 'PWR ON'	= COMPLETED
COMMUNICATE	OSO INTERPHONE SWITCH	
	DSO INTERPHONE SWITCH	
	OSO ICS	= 'POWER OFF'*
	AND DSO ICS	= 'POWER OFF'
	AND PILOT ICS	= ACKNOWLEDGED

01.2.1.024.00\*

P

SET APU MODE SWITCHES TO 'OFF' POSITION\*

	CHECKLIST	= SEQUENCE
SET	MODE SWITCHES	
	MODE SWITCHES	= OFF

01.2.1.025.00\*

P

SET WSHLD POWER SWITCH TO 'BOTH' POSITION

	CHECKLIST	= SEQUENCE
SET	WINDSHIELD POWER SELECT SWITCH	
	WINDSHIELD POWER SELECT SWITCH	= BOTH

01.2.1.026.00\*

P

SET IFF MASTER CONTROL SWITCH TO 'NORM' POSITION

	CHECKLIST	= SEQUENCE
SET	MASTER CONTROL SELECT SWITCH	
	MASTER CONTROL SELECT SWITCH	= NORM

01.2.1.027.00\*

P

SET APU MODE SWITCHES TO 'RUN' POSITION\*

	CHECKLIST	= SEQUENCE
SET	MODE SWITCHES	
	MODE SWITCHES	= RUN

01.2.1.028.00\*

SET BATT SWITCH TO 'ALERT-ARM' POSITION\*

	CHECKLIST	= SEQUENCE
SET	BATTERY SELECT SWITCH	
	BATTERY SELECT SWITCH	= ALERT-ARM

01.2.1.029.00\*

SET INS 1 ENBL TOGGLE SWITCH TO 'ENBL'

	CHECKLIST	= SEQUENCE
SET	INS1 DSBL SWITCH	
	INS1 DSBL SWITCH	= INS 1

01.2.1.030.00\*

SET INS 2 ENBL TOGGLE SWITCH TO 'ENBL'

	CHECKLIST	= SEQUENCE
SET	INS 2 DSBL SWITCH	
	INS 2 DSBL SWITCH	= INS 2

01.2.1.031.00\*

SET DPLR MODE SELECT TOGGLE SWITCH TO 'STBY'

	CHECKLIST	= SEQUENCE
SET	DOPPLER CONTROL	
	DOPPLER CONTROL	= STBY

01.2.1.032.00\*

SET ACU (GEN NAV) TOGGLE SWITCH TO 'ON'

	CHECKLIST	= SEQUENCE
SET	GN-DSBL SWITCH	
	GN-DSBL SWITCH	= GN

01.2.1.033.00\*

SET ACU (WPN DEL) TOGGLE SWITCH TO 'ON'

	CHECKLIST	= SEQUENCE
SET	WD-DSBL SWITCH	
	WD-DSBL SWITCH	= WD

01.2.1.034.00\*

SET FLR OPERATING MODE DETENTED ROTARY CONTROL TO 'STBY'

	CHECKLIST	= SEQUENCE
SET	MODE SWITCH-RADAR SET-2	
	MODE SWITCH-RADAR SET-2	= STBY

01.2.1.035.00\*

SET FLIR MODE SELECT DETENTED ROTARY CONTROL TO 'OPR'

	CHECKLIST	= SEQUENCE
SET	MODE SELECT SWITCH-FLIR	
	MODE SELECT SWITCH-FLIR	= OPR

01.2.1.036.00\*

SET AIRSPEED-ALTITUDE SPEED IDENTIFIER CONTROL TO 'CAS'

	CHECKLIST	= SEQUENCE
SET	AIRSPEED-ALTITUDE INDICATOR SW	
	AIRSPEED-ALTITUDE INDICATOR SW	= CAS

01.2.1.037.00\*

PLACE A-3 BAG IN APPROPRIATE CREW STATION\*

P/C/O/D

	PERSONAL GEAR	= INSTALLED
PLACE	A-3 BAGS	
	A-3 BAGS	= PLACED

01.2.1.038.00\*

PLACE CREW MISSION FILE ABOARD A-V\*

P/C/O/D

	PERSONAL GEAR	= INSTALLED
PLACE	COMBAT MISSION FOLDER	
	COMBAT MISSION FOLDER	= PLACED*

01.2.1.039.00\*

CHECK GROUND SAFETY PINS AND LOCKS REMOVED

P/C/O/D

	A-V CREW STATIONS	= EXITED*
CHECK	GROUND SAFETY PINS AND LOCKS	
	GROUND PINS AND LOCKS	= REMOVED

01.2.1.040.00\*

CHECK CLIMATIC COVERS INSTALLED, IF REQUIRED

P/C

CHECK

A-V CREW STATIONS

= EXITED\*

CLIMATIC COVERS

CLIMATIC COVERS

= INSTALLED

01.3.1.001.00\*

PERFORM EXTERIOR INSPECTION

P/C/O/D

CHECKLIST

= SEQUENCE

PERFORM

01.3.1.001.01\*

CHECK ALL SERVICING COMPLETE AGAINST FORM 781.

P

CHECKLIST

= SEQUENCE

CHECK

FORM 781

FORM 781

= COMPLETE

01.3.1.001.02\*

CHECK BOMB PRE FLIGHT ACCOMPLISHED BY MMS\*

P/C/O/D

CHECKLIST

= SEQUENCE

CHECK

BOMB

BOMB

= PREFLIGHT

01.3.1.001.03\*

PERFORM EXTERIOR INSPECTION IN DETAIL\*

P/C/O/D

CHECKLIST

= SEQUENCE

INSPECT

A-V EXTERIOR

A-V EXTERIOR

= INSPECTED

01.3.1.002.00\*

ASSUME CREW POSITIONS

P/C/O/D

A-V EXTERIOR

= INSPECTED

OCCUPY

AIR-VEHICLE

AIR-VEHICLE

= OCCUPIED



01.3.1.003.00\*

P

CHECK NUCLEAR SWITCH TO 'NORM'\*

	CHECKLIST	= SEQUENCE
CHECK	NUCLEAR CONSENT SWITCH	
	NUCLEAR CONSENT SWITCH	= NORM

01.3.1.004.00\*

C

APPLY POWER SOURCE TO A-V (APU OR EXT. SUPPLY)\*

	CHECKLIST	= SEQUENCE
APPLY	APU PANEL	
	EXTERNAL POWER CONTROL SWITCH	
	APU PANEL	= ON
	OR EXTERNAL POWER CONTROL SWITCH	= ON

01.3.1.005.00\*

C

CHECK OXYGEN QUANTITY

	CHECKLIST	= SEQUENCE
CHECK	OXYGEN-QUANTITY INDICATOR	
	OXYGEN-QUANTITY INDICATOR	= TBD

01.3.1.006.00\*

C

SET FUEL AND CG TEST SWITCH

	CHECKLIST	= SEQUENCE
TEST	FUEL & CENTER OF GRAVITY SW	
	FUEL & CENTER OF GRAVITY SW	= UP
	AND FUEL & CENTER OF GRAVITY SW	= CTR
	AND FUEL & CENTER OF GRAVITY SW	= DN

01.3.1.007.00\*

P/C

CHECK UHF 1 AND 2 RADIOS WITH COMMAND POST AND GRD CONTROL

	CHECKLIST	= SEQUENCE
COMMUNICATE	PUSH-TO-TALK SWITCH	
	PILOT UHF COMM PANEL	= 'RADIO CHECK'
	AND COPILOT UHF COMM PANEL	= 'RADIO CHECK'

01.3.1.008.00\*

CHECK PERSONAL GEAR AND ARRANGEMENT ABOARD THE A-V

	CHECKLIST	= SEQUENCE
CHECK	PERSONAL GEAR	
	PERSONAL GEAR	= CHECKED

01.3.1.009.00\*

CHECK COMBAT MISSION FOLDER (CMF) CONTAINER IS SECURE\*

	CHECKLIST	= SEQUENCE
CHECK	CMF CONTAINER*	
	CMF CONTAINER	= SECURE

01.3.1.010.00\*

PLACE APU MODE SWITCHES TO 'OFF' POSITION\*

	CHECKLIST	= SEQUENCE
SET	LEFT APU MODE SWITCH	
	RIGHT APU MODE SWITCH	
	LEFT APU MODE SWITCH	= OFF
	AND RIGHT APU MODE SWITCH	= OFF

01.3.1.011.00\*

RETURN APU MODE SWITCHES TO 'RUN' POSITION\*

	CHECKLIST	= SEQUENCE
SET	LEFT APU MODE SWITCH	
	RIGHT APU MODE SWITCH	
	LEFT APU MODE SWITCH	= RUN
	AND RIGHT APU MODE SWITCH	= RUN

01.3.1.012.00\*

SET BATT SWITCH TO 'ALERT-ARM' POSITION\*

	CHECKLIST	= SEQUENCE
SET	BATTERY SELECT SWITCH	
	BATTERY SELECT SWITCH	= ALERT-ARM

01.3.2.001.00\*

56  
P/C/O/DPERFORM STORE STATION INSPECTION\*

	CHECKLIST	= SEQUENCE
INSPECT	STORES STATIONS	
	STORES STATIONS	= INSPECTED

01.3.2.002.00\*

P/C/O/D

PERFORM DAILY ALERT PREFLIGHT CHECKLIST\*

	CHECKLIST	= SEQUENCE
PERFORM	ALERT CHECKLIST	
	ALERT CHECKLIST	= COMPLETED

01.3.2.003.00\*

P/C

SET CSSC CONTROLS FOR OPERATIONAL TEST CHECK\*

	CHECKLIST	= SEQUENCE
SET	OPERATE; MONITOR SWITCH LAMP TEST SWITCH-CODED SW	
	DISABLE INDICATOR	= ON
	OR ENABLE INDICATOR	= ON

02.1.1.001.00\*

P/C/O

RUN TO NOSE OF THE A-V

	KLAXON	= SOUNDS
RUN	A-V NOSE	
	A-V NOSEWHEEL STRUT	= MANNED*

02.1.1.002.00\*

P/C/O

RUN TO CREW MODULE ENTRY

	KLAXON	= SOUNDS
RUN	A-V CREW MODULE ENTRY*	
	A-V CREW MODULE ENTRY	= MANNED

02.1.1.003.00\*

P/C/O

PUSH ALERT START PUSH-BUTTON

	A-V NOSEWHEEL STRUT	= MANNED*
DEPRESS	ALERT START PUSH BUTTON*	
	ALERT START PUSH BUTTON	= DEPRESSED

02.1.1.004.00\*

P/C/O

PULL ENTRY LADDER RELEASE HANDLE TO 'POWER ASSIST'\*

PULL

ALERT START PUSHBUTTON = DEPRESSED  
LADDER RELEASE HANDLE  
LADDER RELEASE HANDLE = POWER ASSIST\*

02.1.1.005.00\*

P/C/O

RUN TO A-V ENTRY\*

RUN

A-V ENTRY LADDER = DOWN-LOCKED  
A-V CREW MODULE ENTRY  
A-V CREW MODULE ENTRY = MANNED

02.1.2.001.00\*

P/C/O/D

ASCEND LADDER\*

CLIMB

A-V ENTRY LADDER = DOWN-LOCKED  
A-V ENTRY LADDER  
A-V CREW MODULE = MANNED

02.1.2.002.00\*

P/C/O/D

PROCEED TO SEAT

WALK

A-V CREW MODULE = MANNED  
A-V SEATS  
A-V SEATS = MANNED

02.1.2.003.00\*

P/C/O/D

CLIMB INTO AND ADJUST SEAT

PUSH\*

A-V SEATS = MANNED  
SEAT ADJUST LEVER  
A-V SEATS = ADJUSTED

02.1.2.004.00\*

P/C/O/D

BUCKLE AND ADJUST RESTRAINT HARNESS

CONNECT

A-V SEATS = ADJUSTED  
SEAT RESTRAINTS  
SEAT RESTRAINTS = CONNECTED\*

02.1.2.005.00\*

P/C/O/D<sup>58</sup>

PUT ON HEADGEAR

	SEAT RESTRAINTS	= CONNECTED
PLACE	HEADGEAR*	
	HEADGEAR	= ON

02.1.2.006.00\*

CHECK APU START STATUS

	HEADGEAR	= ON
CHECK	APU PANEL	
	APU PANEL	= TBD
	AND VOLTAGE/FREQ SELECTOR SWITCH	= AUTO-ON

02.1.2.006.01\*

CHECK APU 'L RUN & R RUN' INDICATORS ARE GREEN

	HEADGEAR	= ON
CHECK	ANNUNCIATOR LGTS (L RUN, R RUN)	
	LEFT RUN LIGHT	= 'L RUN'
	AND RIGHT RUN LIGHT	= 'R RUN'

02.1.2.006.02\*

CHECK APU EXH TEMP INDICATORS

	LEFT RUN LIGHT	= 'L RUN'
	AND RIGHT RUN LIGHT	= 'R RUN'
CHECK	APU EXH TEMP GAGE	
	APU EXH TEMP GAGE	= TBD

02.1.2.006.03\*

MONITOR 'VOLTS' AND 'FREQ' INDICATORS ON ELECTRICAL PANEL\*

	LEFT RUN LIGHT	= 'L RUN'
	AND RIGHT RUN LIGHT	= 'R RUN'
MONITOR-VISUAL	VOLTAGE METER	
	FREQUENCY METER	
	VOLTAGE METER	= 230
	AND FREQUENCY METER	= 400

02.1.2.007.00\*

DEPRESS PARKING BRAKES THEN DEPRESS BRAKE CONTROL SWITCHLIGHT\*

LEFT RUN LIGHT = 'L RUN'  
AND RIGHT RUN LIGHT = 'R RUN'

DEPRESS

PARKING BRAKE  
PARKING BRAKE CONTROL SWITCHLT

PARKING BRAKE = DEPRESSED  
AND PARKING BRAKE CONTROL SWITCHLT = 'PARKING'

02.1.3.001.00\*

PLACE ENGINE 1,2,3,4 SWITCHES TO 'START' POSITION\*

VOLTAGE METER = 230  
AND FREQUENCY METER = 400

SET

ENGINE START SWITCH

ENGINE START SWITCH = START

02.1.3.002.00\*

MONITOR ENGINE START

ENGINE START SWITCH = START

MONITOR-VISUAL\*

ENGINE START DISPLAYS

ENGINE START SWITCH = RUN

02.1.3.003.00\*

SET APU MODE SWITCHES TO 'OFF'

ENGINE START SWITCH = RUN

SET

MODE SWITCHES = OFF

02.1.3.004.00\*

RECEIVE AND COPY COMMAND

P/C/O/D\*

MODE SWITCHES = OFF

MONITOR-AUDITORY

ICS PANELS

ICS PANELS = TAKE-OFF MESSAGE\*

02.2.1.001.00\*

60  
P/C/O/D

MAINTAIN COMMUNICATIONS WITH COMMAND POST

	ICS PANELS	= TBD
	AND PILOT UHF COMM PANEL	= TBD
	AND COPILOT UHF COMM PANEL	= TBD
MONITOR-AUDITORY*	ICS PANELS	
	PILOT UHF COMM PANEL	
	COPILOT UHF COMM PANEL	
	ICS PANELS	= TBD
	AND PILOT UHF COMM PANEL	= TAKE-OFF MESSAG
	AND COPILOT UHF COMM PANEL	= TAKE-OFF MESSAGE

02.2.1.002.00\*

C

RESTART APU. SELECT EITHER R OR L APU MODE SWITCH TO 'START'\*

	PILOT UHF COMM PANEL	= TAKE-OFF MESSAGE*
	AND COPILOT UHF COMM PANEL	= TAKE-OFF MESSAGE
SET	LEFT APU MODE SWITCH	
	RIGHT APU MODE SWITCH	
	LEFT APU MODE SWITCH	= START
	OR RIGHT APU MODE SWITCH	= START

02.2.1.003.00\*

P/C

CHECK APPROPRIATE APU 'RUN' INDICATOR LIGHT(S) GREEN

	LEFT APU MODE SWITCH	= START
	OR RIGHT APU MODE SWITCH	= START
CHECK	LEFT RUN LIGHT	
	RIGHT RUN LIGHT	
	LEFT RUN LIGHT	= 'L RUN'
	OR RIGHT RUN LIGHT	= 'R RUN'

02.2.1.004.00\*

P/C

CHECK APPROPRIATE APU EXH. TEMP INDICATOR IN TOLERANCE

	LEFT RUN LIGHT	= 'L RUN'
	OR RIGHT RUN LIGHT	= 'R RUN'
CHECK	LEFT APU EXHAUST TEMP GAGE	
	RIGHT APU EXHAUST TEMP GAGE	
	LEFT APU EXHAUST TEMP GAGE	= TBD
	OR RIGHT APU EXHAUST TEMP GAGE	= TBD

02.2.1.005.00\*

MONITOR ELECTRICAL INDICATORS AT '230 VAC' AND '400HZ'

CHECK

LEFT APU MODE SWITCH	= RUN
OR RIGHT APU MODE SWITCH	= RUN

VOLTAGE METER	
FREQUENCY METER	

VOLTAGE METER	= 230
AND FREQUENCY METER	= 400

02.2.1.006.00\*

P

SET ENGINE THROTTLES TO 'IDLE'

ADJUST

CHECKLIST	= SEQUENCE
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PRIMARY THROTTLE LEVERS-PI

PRIMARY THROTTLE LEVERS-PI	= IDLE
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02.2.1.007.00\*

P

MONITOR ENGINE SHUT DOWN

MONITOR-VISUAL

PRIMARY THROTTLE LEVERS-PI	= IDLE
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ENGINE INSTRUMENTS

ENGINE INSTRUMENTS	= TBD
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02.2.1.008.00\*

P

SET ENGINE START PANEL SWITCHES TO 'OFF'

SET

PRIMARY THROTTLE LEVERS-PI	= IDLE
----------------------------	--------

ENGINE START SWITCH

ENGINE START SWITCH	= OFF
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02.2.1.009.00\*

P/C/O/D

RECEIVE INSTRUCTION TO LAUNCH

MONITOR-AUDITORY

PILOT UHF COMM PANEL	= TBD
AND COPILOT UHF COMM PANEL	= TBD

PILOT UHF COMM PANEL	
COPILOT UHF COMM PANEL	
ICS PANELS	

PILOT UHF COMM PANEL	= TAKE-OFF MESSAGE
AND COPILOT UHF COMM PANEL	= TAKE-OFF MESSAG
AND ICS PANELS	= TAKE-OFF MESSAGE



03.1.1.001.00\*

REQUEST DSD TO READ CHECKLIST

	ICS PANEL-COPILOT	= TBD
COMMUNICATE	ICS PANEL-COPILOT	
	CHECKLIST	= SEQUENCE

03.1.1.002.00\*

READ AND VERIFY COMPLETION OF CHECKLIST ITEMS.\*

	CO-PILOT ICS	= REQUESTS
READ*	CHECKLIST	
	CHECKLIST	= COMPLETED

03.1.1.003.00\*

OBSERVE SYSTEM STATUS

	ICS	= TBD*
--	-----	--------

03.1.1.003.02\*

OBSERVE FLR OPERATIONAL STATUS

	CHECKLIST	= SEQUENCE
CHECK	CRT DISPLAY SURFACE	
	CRT DISPLAY SURFACE	= TBD*
	AND CURSOR RANGE SEGMENT	= ON

03.1.1.003.03\*

OBSERVE NAVIGATION SYSTEM OPERATIONAL STATUS

	NAVIGATION ANNUNCIATORS-1	= WM UP
	AND NAVIGATION ANNUNCIATORS-1	= WM UP
	AND CHECKLIST	= SEQUENCE
CHECK	NAVIGATION ANNUNCIATORS-1	
	NAVIGATION ANNUNCIATORS-1	
	NAVIGATION ANNUNCIATORS-2	
	NAVIGATION ANNUNCIATORS-2	= FLASHING*
	AND NAVIGATION ANNUNCIATORS-2	= FLASHING

03.1.2.001.00\*

C

SET BATT SWITCH IN 'AUTO-ON' POSITION

	DSO CHECKLIST	= SEQUENCE
SET	BATTERY SELECT SWITCH*	
	BATTERY SELECT SWITCH	= AUTO-ON

03.1.2.002.00\*

C

PUSH 'FAST ERECT' PUSHBUTTON ON GSS CONTROL PANEL

	DSO CHECKLIST	= SEQUENCE
DEPRESS	FAST ERECT PUSHBUTTON	
	FAST ERECT PUSHBUTTON	= DEPRESSED

03.1.2.003.00\*

C

CHECK GYRO PLATFORM SYNCHRONIZATION ON GSS CONTROL PANEL

	DSO CHECKLIST	= SEQUENCE
CHECK	ROTARY SELECTOR SWITCH SYNCHRONIZATION INDICATOR LATITUDE SET SWITCH	
	ROTARY SELECTOR SWITCH AND SYNCHRONIZATION INDICATOR AND LATITUDE SET SWITCH	= SLAVED* = PUSH TO SYNC = N

03.1.2.005.01\*

P

CHECK FLIGHT CONTROL SURFACE POSITION INDICATORS

	CHECKLIST	= SEQUENCE
CHECK	WING-SWEEP SURFACE POS IND	
	WING-SWEEP SURFACE POS IND	= TBD*

03.1.2.007.00\*

P/O

CHECK WARNING-CAUTION LIGHTS FOR OPERATION AND SYSTEM STATUS

	CHECKLIST	= SEQUENCE
CHECK	WARNING-CAUTION LIGHTS	
	WARNING-CAUTION LIGHTS	= OFF

03.1.2.008.00\*

VERIFY CREW MODULE DOOR CLOSED

CHECK

CREW MODULE DOOR

= CLOSED &amp; LOCKED

CREW MODULE DOOR

DSO ICS

= ACKNOWLEDGES\*

03.1.2.009.00\*

REPORT TO PILOT - 'READY TO TAXI'

O/D

REPORT

CHECKLIST

= COMPLETE

ICS

PILOT ICS

= ACKNOWLEDGES\*

03.2.1.001.00\*

REQUEST DSO TO READ TAXI CHECKLIST

P

REQUEST

AIR-VEHICLE

= READY TO TAXI

DSO ICS  
AND CHECKLIST= ACKNOWLEDGES\*  
= INITIATED

03.2.1.002.00\*

READ AND VERIFY COMPLETION OF CHECKLIST ITEMS

D

READ

PILOT ICS

= REQUESTS\*

DSO ICS

CHECKLIST

= COMPLETED

03.2.1.003.00\*

SET TO-LOG LT SWITCH TO 'TAXI'\*

P

SET

DSO CHECKLIST

= SEQUENCE

LANDING/TAXI LIGHT CONTROL SW

LANDING/TAXI LIGHT CONTROL SW = TAXI

03.2.1.004.00\*

SET ANTI CLSN LT SWITCH TO 'ANTI CLSN'\*

P

SET

DSO CHECKLIST

= SEQUENCE

ANTI-COLLISION CONTROL SWITCH

ANTI-COLLISION CONTROL SWITCH = ANTI CLSN

03.2.1.005.00\*

SET EXT POSITION LT SWITCHES (2) TO 'BRT' AND 'STEADY'

SET

DSO CHECKLIST

= SEQUENCE

POSITION LIGHT SWITCH  
POSITION LIGHT MODE SWITCH

POSITION LIGHT SWITCH  
AND POSITION LIGHT MODE SWITCH

= BRT  
= STEADY

03.2.1.007.00\*

TAXI ON CREW CHIEF'S SIGNAL

MONITOR-VISUAL

CRT TUBE DISPLAY-PILOT

= CREW CHIEF

FLASHBLINDNESS WINDOW-LEFT  
FLASHBLIND-LF SIDE WINDOW

AIR-VEHICLE  
AND FLASHBLINDNESS WINDOW-LEFT  
AND FLASHBLIND-LF SIDE WINDOW

= READY TO TAXI  
= TBD  
= TBD

03.2.2.001.00\*

ENGAGE NOSE GEAR STEERING

SET

AIR-VEHICLE  
AND CRT TUBE DISPLAY-PILOT

= READY TO TAXI  
= CREW CHIEF SIGNAL

PIL STEER ENG-DISENG SWITCH

PIL STEER ENG-DISENG SWITCH = ENGAGE

03.2.2.002.00\*

RELEASE PARKING BRAKES

DEPRESS

VSD

= TAXIWAY IS CLEAR

PARKING BRAKE CONTROL SWITCHLT

PARKING BRAKE CONTROL SWITCHLT= OFF

03.2.2.003.00\*

ADVANCE THROTTLES TO TAXI POWER LEVEL

ADJUST

PARKING BRAKE CONTROL SWITCHLT= OFF

PRIMARY THROTTLE LEVERS-PI

PRIMARY THROTTLE LEVERS-PI = TBD

P

P

P

P

03.2.2.004.00\*

DEPRESS TOE BRAKES MOMENTARILY TO CHECK BRAKING ACTION\*

CRT TUBE DISPLAY-PILOT = A-V BEGINS TAXI

CRT TUBE DISPLAY-PILOT = CONTINUES TAXI

03.2.2.005.00\*

P

CONTINUE TO TAXI\*

CRT TUBE DISPLAY-PILOT = A-V CONTINUE TAXI  
 AND HOT BRAKE CAUTION LIGHT = OFF

TRACK

CRT TUBE DISPLAY-PILOT  
 PRIMARY THROTTLE LEVERS-PI  
 PILOTS RUDDER PEDALS

CRT TUBE DISPLAY-PILOT = CONTROLLED TAXI

03.2.3.001.00\*

P/C

MONITOR COMMUNICATIONS

CRT TUBE DISPLAY-PILOT = A-V TAXIING

MONITOR-AUDITORY

PILOTS UHF  
 COPILOTS UHF

03.2.3.003.00\*

P/C

CHECK TAXI AREA CLEAR BY LOOKING THROUGH AUTOMATIC F-P WINDOW\*

CRT TUBE DISPLAY-PILOT = TAXI LIGHTS ON  
 AND FLASH PROTECTION WINDOW = TBD  
 AND VSD = ON TAXIWAY

CHECK

FLASHBLINDNESS WINDOWS

VSD = TAXIWAY IS CLEAR

03.2.3.004.00\*

P/C/O/D

SECURE SEAT RESTRAINTS\*

CHECKLIST = SEQUENCE

ADJUST

RESTRAINT ASSY

RESTRAINT ASSY = TBD

03.2.3.005.00\*

P/C/O/D 67

REMOVE EJECTION PINS\*

	CHECKLIST	= SEQUENCE
REMOVE	EJECTION PINS	
	EJECTION PINS	= OUT
	AND EJECTION PINS	= OUT

03.2.3.006.00\*

MONITOR HYDRAULIC PANEL QUANTITY AND PRESSURE GAUGES

	CRT TUBE DISPLAY-PILOT	= A-V TAXIING
MONITOR-VISUAL	HYDRAULIC QUANTITY INDICATORS	
	HYDRAULIC PRESSURE INDICATORS	

03.2.3.007.00\*

COMPUTE TAKE-OFF DATA

	CHECKLIST	= SEQUENCE
CALCULATE		
	DSO ICS	= ACKNOWLEDGES*

03.2.4.001.00\*

VERIFY COMMAND MESSAGE

P/C/O/D

	PILOTS UHF	= TBD*
	AND COPILOTS UHF	= TBD
COMMUNICATE	PILOTS UHF	
	ICS	
	ICS	= CONFIRMS*

03.2.4.002.02\*

MAINTAIN AIRCRAFT CLEARANCE\*

P/C

	CRT TUBE DISPLAY-PILOT	= A-V ON TAXIWAY
MONITOR-VISUAL	CRT TUBE DISPLAY-PILOT	
	CRT TUBE DISPLAY-PILOT	= A-V ON RUNWAY

03.2.4.003.00\*

DETERMINE A-V POSITION ON END OF RUNWAY (ICS WITH PILOT)

O

	PILOT ICS	= COUNTDOWN*
COMMUNICATE*	ICS	
	PILOT ICS	= 'MARK'*

03.2.4.004.00\*

68  
0

ENTER END OF RUNWAY UPDATE\*

	PILOT ICS	= 'MARK'*
DEPRESS	ALPHA-NUMERIC CONTROL	
	ALPHA-NUMERIC CONTROL	= TBD

03.2.4.005.00\*

P/C

CHECK FLIGHT INSTRUMENTS AND SET AS REQUIRED

	DSO CHECKLIST	= SEQUENCE
CHECK	VERTICAL SITUATION DISPLAY	
	AIRSPED-MACH NUMBER INDICATOR	
	ALTITUDE-VERTICAL VELOCITY IND	
	VERTICAL SITUATION DISPLAY	= TBD
	AND AIRSPED-MACH NUMBER INDICATOR	= TBD
	AND ALTITUDE-VERTICAL VELOCITY IND	= TBD

03.2.4.006.00\*

P

STEER A-V ONTO RUNWAY\*

	CRT TUBE DISPLAY-PILOT	= A-V TAXIING
TRACK	PILOTS RUDDER PEDALS	
	CRT TUBE DISPLAY-PILOT	= A-V ON RUNWAY

04.1.1.001.00\*

P

CHECK FLAPS, SLATS, AND WING SWEEP FOR TAKE-OFF.

	CHECKLIST	= SEQUENCE
CHECK	WING SWEEP POSITION INDICATOR	
	FLAP POSITION INDICATOR	
	SLATS POSITION INDICATOR	
	WING SWEEP POSITION INDICATOR	= TBD
	AND FLAP POSITION INDICATOR	= TBD
	AND SLATS POSITION INDICATOR	= TBD

04.1.1.002.00\*

P

DEPRESS 'TRIM FOR TAKE-OFF' (TTO) PUSH BUTTON

	AIR-VEHICLE	= HOLD LINE
DEPRESS	TRIM FOR TAKEOFF (TTO) SWITCH	
	TRIM FOR TAKEOFF LIGHT	= 'TTO'



04.1.1.003.00\*

CHECK SPEED BRAKES RETRACTED

CHECKLIST = SEQUENCE

CHECK

LEFT SPOILER EM INDICATORS\*  
SPOILER INDICATORS

LEFT SPOILER EM INDICATORS = BLANK  
AND SPOILER INDICATORS = BLANK

04.1.1.004.00\*

SET PITOT HEAT CONTROL SWITCH TO 'PITOT HEAT' POSITION

CHECKLIST = SEQUENCE

SET

PITOT HEAT CONTROL SWITCH = PITOT HEAT

04.1.2.001.00\*

CHECK CAUTION-WARNING PANELS

A-V = RNWY THRESHOLD

CHECK

CAUTION-WARNING LIGHTS

CAUTION-WARNING LIGHTS = BLANK

04.1.2.002.00\*

PLACE NOSEWHEEL STEERING SWITCH TO 'TO-LDG' POSITION\*

CHECKLIST = COMPLETED  
AND A-V = ALIGNED

SET

STEERING MODE CONTROL SWITCH\*

STEERING MODE CONTROL SWITCH = TO-LDG

04.1.2.003.00\*

MONITOR COMMUNICATIONS\*

AIR-VEHICLE = READY FOR T.O.

MONITOR-AUDITORY

PILOT UHF COMM PANEL  
COPILOT UHF COMM PANEL

PILOT UHF COMM PANEL = MONITOR AUDITORY  
AND COPILOT UHF COMM PANEL = MONITOR AUDITORY



04.2.1.001.00\*

MONITOR POSITION OF PRECEDING A-V

MONITOR-VISUAL

PRIMARY THROTTLE LEVERS-PI = READY TO ADVANCE  
A-V WINDOWS  
FLASHBLINDNESS WINDOWS  
A-V WINDOWS = A-V SEPARATION  
AND FLASHBLINDNESS WINDOWS = TBD

04.2.1.002.00\*

ADVANCE THROTTLES TO INTERMEDIATE POSITION

ADJUST

STEERING MODE CONTROL SWITCH = TO-LDG  
PRIMARY THROTTLE LEVERS-PI  
POWER LEVEL INDICATOR = TBD\*

04.2.1.003.00\*

CHECK ENGINE INSTRUMENTS

CHECK

POWER LEVEL INDICATOR-ENG #1 = TBD  
ENGINE INSTRUMENTS  
ENGINE INSTRUMENTS = TBD\*

04.2.1.004.00\*

ADVANCE THROTTLES TO MAXIMUM POWER

ADJUST

ENGINE INSTRUMENTS = TBD  
PRIMARY THROTTLE LEVERS-PI  
PRIMARY THROTTLE LEVERS-PI = MAX POSITION

04.2.1.005.00\*

CHECK ENGINE INSTRUMENTS FOR PERFORMANCE ASSESSMENT

CHECK

PRIMARY THROTTLE LEVERS-PI = MAXIMUM  
ENGINE INSTRUMENTS  
ENGINE INSTRUMENTS = TBD

04.2.2.002.00\*

MAINTAIN A-V ALIGNMENT ON RUNWAY WITH RUDDERS\*

USE

PIL STEER ENG-DISENG SWITCH = DISENGAGE  
PILOTS RUDDER PEDALS  
AIR-VEHICLE = ALIGNED

04.2.3.004.00\*

NOTIFY CREW OF DECISION TO CONTINUE TAKE-OFF

COMMUNICATE*	DSO ICS	= TRANSMITS*
	PUSH-TO-TALK SWITCH-PILOT	
	AMI-PILOT	= S1
	AND ENGINE INSTRUMENTS	= TBD

04.2.3.005.00\*

MONITOR ENGINE PERFORMANCE

MONITOR-VISUAL	AMI-PILOT	= S1
	ENGINE INSTRUMENTS	
	ENGINE INSTRUMENTS	= TBD

04.2.4.001.00\*

ANNOUNCE ROTATION SPEED TO PILOT

COMMUNICATE*	AMI-COPILOT	= S2 MINUS 15 KTS
	PUSH-TO-TALK SWITCH-COPILOT	
	AMI-COPILOT	
	PILOT ICS	= TRANSMITS

04.2.4.002.00\*

APPLY BACK PRESSURE ON CONTROL STICK

PULL	AMI-PILOT	= S2 MINUS 15*
	AND CO-PILOT ICS	= TRANSMITS
	PILOTS FLIGHT CONTROL STICK	
	A-V	= ROTATE

04.2.4.003.00\*

ANNOUNCE UNSTICK SPEED (S2)

COMMUNICATE	AMI-COPILOT	= S2
	PUSH-TO-TALK SWITCH-COPILOT	
	AMI-COPILOT	
	PILOT ICS	= TRANSMITS*

04.2.5.001.00\*

P 72

ESTABLISH PROPER PITCH ANGLE FOR LIFTOFF

	AIR-VEHICLE	= ROTATE
POSITION	PILOTS FLIGHT CONTROL STICK PITCH SCALE-PILOT	
	PITCH SCALE-PILOT	= TBD

04.2.5.002.00\*

P

MAINTAIN PROPER PITCH ANGLE FOR LIFTOFF\*

	PITCH SCALE-PILOT	= TBD
MAINTAIN	PITCH SCALE-PILOT	
	PITCH SCALE-PILOT	= TBD MAINTAINED
	AND PILOTS FLIGHT CONTROL STICK	= POSITIONED

04.2.5.003.00\*

P

MAINTAIN LATERAL AND DIRECTIONAL CONTROL\*

	AIR-VEHICLE	= AIRBORNE
MAINTAIN		
	HSI-PILOT	= TBD
	AND CRT TUBE DISPLAY-PILOT	= TBD
	AND PILOTS FLIGHT CONTROL STICK	= POSITIONED

04.2.5.004.00\*

P

DISENGAGE NOSEWHEEL STEERING\*

	A-V	= TBD SPEED
DISENGAGE	PIL STEER ENG-DISENG SWITCH	
	PIL STEER ENG-DISENG SWITCH	= DISENGAGE
	AND NOSEWHEEL STEERING CAUTION LT	= OFF

05.1.1.001.00\*

P

DETERMINE AIRCRAFT ACHIEVED POSITIVE RATE OF CLIMB

	CRT TUBE DISPLAY-PILOT	= A-V LIFT-OFF
MONITOR-VISUAL	AVVI-PILOT AMI-PILOT	
	AVVI-PILOT	= TBD
	AND AMI-PILOT	= TBD

05.1.1.002.00\*

RETRACT LANDING GEAR

PILOT ICS = 'GEAR UP'

RAISE

PRIMARY LANDING GEAR CONTROL

GEAR WARNING LIGHTS = BLANK  
 AND CO-PILOT ICS = TRANSMITS  
 AND PRIMARY LANDING GEAR CONTROL = UP

05.1.1.003.00\*

ACCELERATE TO TBD KTS (INITIAL F-S RETRACT SPD) MAINTAIN HDG

CO-PILOT ICS = 'GEAR UP'\*  
 AND GEAR WARNING LIGHTS = BLANK

ADJUST

PILOTS FLIGHT CONTROL STICK

AMI-PILOT = TBD  
 AND HSI-PILOT = TBD

05.1.1.004.00\*

ADJUST TRIM SWITCH AS REQUIRED\*

AMI-PILOT = TBD  
 AND AVVI-PILOT = TBD

ADJUST

PLT TRIM SW (ON CONTR STICK)  
 PILOTS FLIGHT CONTROL STICK

PILOTS FLIGHT CONTROL STICK = NEUTRAL PRESSURE

05.1.2.001.00\*

INITIATE FLAP-SLAT RETRACTION CYCLE\*

AMI-PILOT = TBD  
 AND AVVI-PILOT = TBD

INITIATE

FLAP-SLAT CONTROL HANDLE

05.1.2.001.01\*

MONITOR IAS FOR FLAP LIMIT SPEED\*

AMI-PILOT = TBD  
 AND AVVI-PILOT = TBD

MONITOR-VISUAL

AMI-PILOT

AMI-PILOT = TBD SCHEDULE

05.1.2.001.02\*

74  
C

SET FLAP-SLAT LEVER TO 'UP' THEN 'RET'

	AMI-PILOT	= TBD
	AND AVVI-PILOT	= TBD
SET	FLAP-SLAT CONTROL HANDLE	
	FLAP-SLAT CONTROL HANDLE	= FLAP UP
	AND FLAP-SLAT CONTROL HANDLE	= SLAT

05.1.2.001.03\*

C

MONITOR FLAP-SLAT INDICATOR

	FLAP-SLAT CONTROL HANDLE	= FLAP UP
	AND FLAP-SLAT CONTROL HANDLE	= SLAT RET
MONITOR-VISUAL	FLAP POSITION INDICATOR	
	SLATS POSITION INDICATOR	
	FLAP POSITION INDICATOR	= UP
	AND SLATS POSITION INDICATOR	= 'RET'

05.1.2.003.00\*

P

SET WING SWEEP FOR BEST CLIMB

	FLAP-SLAT CONTROL HANDLE	= FLAP UP*
	AND FLAP POSITION INDICATOR	= UP
	AND SLATS POSITION INDICATOR	= 'RET'
SET	PILOTS WING SWEEP HANDLE	
	PILOTS WING SWEEP HANDLE	= TBD
	AND WING SWEEP POSITION INDICATOR	= TBD

05.1.2.004.00\*

P

ACCELERATE TO TBD IAS AND MAINTAIN THROUGHOUT CLIMB\*

	FLAP POSITION INDICATOR	= UP
	AND SLATS POSITION INDICATOR	= 'RET'
MONITOR-VISUAL	AMI-PILOT	
	AMI-PILOT	= TBD

05.1.2.005.00\*

P

ADJUST TRIM AS REQUIRED\*

	FLAP POSITION INDICATOR	= UP
	AND SLATS POSITION INDICATOR	= 'RET'
ADJUST	PLT TRIM SW (ON CONTR STICK)	
	PILOTS FLIGHT CONTROL STICK	
	PILOTS FLIGHT CONTROL STICK	= NEUTRAL PRESSURE

05.1.2.006.00\*

MAINTAIN DEPARTURE HEADING(S) AND BEST CLIMB SPEED\*

ADJUST	FLAP POSITION INDICATOR	= UP
	AND SLATS POSITION INDICATOR	= 'RET'
	PILOTS FLIGHT CONTROL STICK	
	PILOTS RUDDER PEDALS	
	HST-PILOT	= TBD
	AND HEADING READOUT-PILOT	= TBD
	AND AMI-PILOT	= TBD

05.1.3.001.00\*

SET THROTTLES TO CLIMB POWER\*

ADJUST	FLAP POSITION INDICATOR	= UP
	AND SLATS POSITION INDICATOR	= 'RET'
	AND AMI-PILOT	= TBD
	PRIMARY THROTTLE LEVERS-CO	
	PRIMARY THROTTLE LEVERS-CO	= TBD
	AND POWER LEVEL INDICATOR	= TBD

05.1.3.002.00\*

MONITOR ENGINE INDICATORS

MONITOR-VISUAL	PRIMARY THROTTLE LEVERS-CO	= TBD
	ENGINE INSTRUMENTS	
	ENGINE INSTRUMENTS	= TBD
	AND PRIMARY THROTTLE LEVERS-CO	= TBD

05.2.1.001.00\*

CHECK ANTI-ICING SWITCH SET TO 'AUTO'\*

CHECK	CHECKLIST	= SEQUENCE
	ENGINE ANTI-ICE SWITCH	
	ENGINE ANTI-ICE SWITCH	= AUTO

05.2.1.002.00\*

CHECK PITCH, ROLL AND YAW TRIM SWITCHES ARE SET IN 'NORM'\*

CHECK	CHECKLIST	= SEQUENCE
	PITCH TRIM SWITCH	
	ROLL TRIM SWITCH	
	YAW TRIM SWITCH	
	PITCH TRIM SWITCH	= NORM
	AND ROLL TRIM SWITCH	= NORM
	AND YAW TRIM SWITCH	= NORM

05.2.1.003.00\*

SET DOPPLER SWITCH TO 'XMT'

	CHECKLIST	= SEQUENCE
SET	DOPPLER CONTROL	
	DOPPLER CONTROL	= XMT

05.2.1.004.00\*

MONITOR A-V FLIGHT PARAMETER INDICATORS\*

	CHECKLIST	= SEQUENCE
CHECK	ATTITUDE-BEARING INDICATORS MULTIFUNCTION DISPLAY UNIT OSO CLOCK	
	ATTITUDE-BEARING INDICATORS AND MULTIFUNCTION DISPLAY UNIT AND OSO CLOCK	= TBD = TBD = TBD

05.2.1.006.00\*

SET E-HOUR TIME VIA IKB\*

	DSO CHECKLIST	= SEQUENCE
SET	OPTION SELECT SWITCHES	
	OPTION SELECT SWITCHES AND PRESENT POSITION MISSION TIME	= SET = TBD

05.2.1.007.00\*

SET LANDING LIGHT SWITCHES TO 'OFF'.

	DSO CHECKLIST	= SEQUENCE
SET	LANDING/TAXI LIGHT CONTROL SW	
	LANDING/TAXI LIGHT CONTROL SW	= OFF

05.2.1.008.00\*

CHECK FUEL DISTRIBUTION IN ALL TANKS

	CLIMBOUT CHECKLIST	= SEQUENCE
CHECK	FUEL MGT PANEL	
	FUEL MGT PANEL	= TBD*



05.2.1.009.00\*

CHECK CABIN PRESSURE ALTITUDE DOES NOT EXCEED 10,000 FEET

CHECKLIST

= PASSING 12000 FT

CHECK

CABIN PRESS ALT INDICATOR

CABIN PRESS ALT INDICATOR = 8000 FT\*

05.2.1.010.00\*

SET 'BARO SET' KNBS ON AVVI, STDBY ALT, AFT A-S & ALT TO 29.92

P/C/O

CHECKLIST

= PASSING 18000 FT

SET

ALTITUDE-VERTICAL VELOCITY IND  
AIRSPEED-ALTITUDE INDICATOR  
BAROMETRIC SETTING KNOB

ALTITUDE-VERTICAL VELOCITY IND = 29.92  
AND AIRSPEED-ALTITUDE INDICATOR = 29.92  
AND BAROMETRIC SCALE COUNTER = 29.92

05.2.1.011.00\*

CONFIRM PILOT'S COMMAND OF AECS\*

AMI-PILOT

= TBD

CHECK

PILOTS TAKE COMMAND PUSHBUTTON

PILOTS TAKE COMMAND PUSHBUTTON = 'TAKE COMD'-G

05.2.1.012.00\*

DEPRESS AECS 'ENGAGE' MODE

PILOTS TAKE COMMAND PUSHBUTTON = 'TAKE COMD'-G  
AND COPLTS TAKE COMMAND PUSHBUTTON = 'TAKE COMD'-W

DEPRESS

PILOTS ENGAGE PUSHBUTTON

PILOTS ENGAGE PUSHBUTTON = 'ENGAGE'-G\*  
AND COPILOTS ENGAGE PUSHBUTTON = 'ENGAGE'-G

05.2.1.013.00\*

DEPRESS AECS 'MACH HOLD' PUSHBUTTON SWITCHLIGHT\*

PILOTS ENGAGE PUSHBUTTON = 'ENGAGE'-G  
AND COPILOTS ENGAGE PUSHBUTTON = 'ENGAGE'-G

DEPRESS

PLTS MACH (MACH HOLD) PSHBTN

PLTS MACH (MACH HOLD) PSHBTN = 'MACH'-G  
AND CPLTS MACH (MACH HOLD) PSHBTN = 'MACH'-G



05.2.1.014.00\*

CONFIRM PROPER IFF-SIF CODE SET

CHECKLIST = SEQUENCE

OBSERVE

MODE 1 CODE SELECT THUMBWHEELS  
MODE 3-A CODE SELECT THUMBWHEELS

MODE 1 CODE SELECT THUMBWHEELS = TBD  
AND MODE 3-A CODE SELECT THUMBWHEELS = TBD

06.1.1.001.00\*

DEPRESS AFCS MACH HOLD PUSHBUTTON SWITCHLIGHT

PLTS MACH (MACH HOLD) PSHBTN = 'MACH'-G

DEPRESS

PLTS MACH (MACH HOLD) PSHBTN

PLTS MACH (MACH HOLD) PSHBTN = 'MACH'-W\*

06.1.1.002.00\*

ADJUST THROTTLES FOR LEVEL OFF

AVVI-PILOT = TBD

ADJUST

PRIMARY THROTTLE LEVERS-PI

AMI-PILOT = TBD

06.1.1.003.00\*

ADJUST WING SWEEP

WING SWEEP POSITION INDICATOR = TBD

ADJUST

PILOTS WING SWEEP HANDLE

WING SWEEP POSITION INDICATOR = TBD

06.1.1.004.00\*

CHECK HEADING AND ALTITUDE INDICATORS

OSO ICS = TRANSMITS\*

CHECK

VERTICAL SITUATION DISPLAY  
HORIZONTAL SITUATION INDICATOR  
HEADING READOUT

VERTICAL SITUATION DISPLAY = TBD  
AND HORIZONTAL SITUATION INDICATOR = TBD  
AND HEADING READOUT = TBD

06.1.1.005.00\*

ADJUST CONTROL STICK AND RUDDERS FOR LEVELING AND CRUISE

ADJUST

PILOTS FLIGHT CONTROL STICK  
PILOTS RUDDER PEDALS

AMI-PILOT	= TBD
AND AVVI-PILOT	= TBD
AND VSD-PILOT	= TBD

06.1.1.006.00\*

SET SLU PWR SWITCHES TO FWD, INTMD, AFT, LPYL, RPYL

SET

STATION LOGIC UNIT SWITCHES = DSBL

STATION LOGIC UNIT SWITCHES

STATION LOGIC UNIT SWITCHES = TBD

06.2.1.001.00\*

CHECK CIRCUIT BREAKER PANELS

CHECK

CHECKLIST = START

LEFT CIRCUIT BREAKERS  
RIGHT CIRCUIT BREAKERS

FLIGHT LOG	= RECORDED*
AND LEFT CIRCUIT BREAKERS	= IN
AND RIGHT CIRCUIT BREAKERS	= IN

06.2.1.002.00\*

CHECK HYDRAULIC INDICATORS

CHECK

CHECKLIST = SEQUENCE

HYDRAULIC QUANTITY INDICATORS  
HYDRAULIC PRESSURE INDICATORS  
HYDRAULIC LIGHT

HYDRAULIC QUANTITY INDICATORS	= TBD*
AND HYDRAULIC PRESSURE INDICATORS	= TBD
AND HYDRAULIC LIGHT	= OFF

06.2.1.003.01\*

CHECK CABIN PRESSURE ALTITUDE INDICATOR

CHECK

CHECKLIST = SEQUENCE

CABIN PRESS ALT INDICATOR

CABIN PRESS ALT INDICATOR	= LIMITS
AND FLIGHT LOG	= RECORDED

06.2.1.004.00\*

CHECK ELECTRICAL CONTROL PANEL

	CHECKLIST	= SEQUENCE
CHECK	ELECTRICAL CONTROL PANEL	
	ELECTRICAL CONTROL PANEL	= LIMITS*
	AND FLIGHT LOG	= RECORDED

06.2.1.005.00\*

CHECK ENGINE INSTRUMENTS

P/C

	CHECKLIST	= SEQUENCE
CHECK	ENGINE START DISPLAYS	
	ENGINE START DISPLAYS	= LIMITS*
	AND FLIGHT LOG	= RECORDED

06.2.1.006.00\*

CHECK FUEL FLOW RATES, SEQUENCING, AND CG INDICATORS

C

	CHECKLIST	= SEQUENCE
CHECK	FUEL MGT PANEL	
	PERCENT MACH INDICATOR	
	FUEL FLOW INDICATOR-I	
	FUEL FLOW INDICATOR-I	= LIMITS*
	AND FUEL MGT PANEL	= LIMITS
	AND PERCENT MACH INDICATOR	= LIMITS

06.2.1.007.00\*

CHECK OXYGEN QUANTITY

C

	CHECKLIST	= SEQUENCE
CHECK	LIQUID OXYGEN QUANTITY METER	
	LIQUID OXYGEN QUANTITY METER	= TBD*
	AND FLIGHT LOG	= RECORDED

06.2.1.008.00\*

CHECK FLIGHT PERFORMANCE INDICATORS

P/C/O

	CHECKLIST	= SEQUENCE
CHECK	FLIGHT PERFORMANCE INDICATORS*	
	FLIGHT PERFORMANCE INDICATORS	= LIMITS*
	AND FLIGHT LOG	= RECORDED
	AND CHECKLIST	= COMPLETED

06.2.1.009.00\*

REPORT STATION CHECKS COMPLETECHECKLIST  
AND IN-FLIGHT PROGRESS CHART= COMPLETED  
= RECORDED

TRANSMIT

ICS

PILOT ICS

= TRANSMITS\*

06.3.1.001.00\*

SELECT INERTIAL PLATFORM\*FLIGHT PERFORMANCE INDICATORS = LIMITS  
AND AIR-VEHICLE = CRUISE

SET

PLATFORM SELECT SWITCH-COP

PLATFORM SELECT SWITCH-COP = INRTL

06.3.1.002.00\*

SELECT AFCS MODES AS REQUIRED\*AIR-VEHICLE = CRUISE  
AND PLATFORM SELECT SWITCH-COP = INRTL

SET

PILOTS AFCS MODE SELECT PANEL

PILOTS AFCS MODE SELECT PANEL = TBD

06.3.1.003.00\*

SET AND TUNE HF RADIO TO PRE-DESIGNATED FREQUENCYAIR-VEHICLE = CRUISE  
AND PILOTS AFCS MODE SELECT PANEL = TBD

SET

RADIO MODE SELECT SWITCH  
FREQUENCY INDICATOR-SELECTORRADIO MODE SELECT SWITCH = TBD  
AND FREQUENCY INDICATOR-SELECTOR = TBD

06.3.1.004.00\*

SET RADAR ALT PWR-SET-TEST KNOB TO '5000' WITH INDEXERAIR-VEHICLE = CRUISE  
AND RADIO MODE SELECT SWITCH = TBD  
AND FREQUENCY INDICATOR-SELECTOR = TBD

SET

POWER-SET-TEST CONTROL KNOB

VARIABLE ALTITUDE INDEX MARKER= 5000

06.3.1.005.00\*

SET RADAR ALT CHANNEL SELECTOR SWITCH TO '1 OR 2'

AIR-VEHICLE = CRUISE  
AND VARIABLE ALTITUDE INDEX MARKER= 5000

SET

CHANNEL SELECTOR SWITCH

CHANNEL SELECTOR SWITCH = 1 OR 2

06.3.1.006.00\*

SET NAV MODE SELECT SWITCHLIGHT TO 'AUTO'

AIR-VEHICLE = CRUISE  
AND CHANNEL SELECTOR SWITCH = 1 OR 2

DEPRESS

AUTO-MAN MODE SELECT

AUTO-MAN MODE SELECT = 'AUTO'

06.3.1.007.00\*

OBSERVE THAT NAV SYSTEM IS IN 'DDR-ADDR'

AUTO-MAN MODE SELECT = 'AUTO'

CHECK

DR CALCULATION MODE SELECT\*

DR CALCULATION MODE SELECT = 'DDR-ADDR'

06.3.1.008.00\*

OBSERVE INS #1 AND #2 IS IN WARMUP MODE

CLOCK-PILOT < 10

CHECK

NAVIGATION ANNUNCIATORS-1\*  
NAVIGATION ANNUNCIATORS-1

NAVIGATION ANNUNCIATORS-1 = 'WM UP CRS FINE'  
AND NAVIGATION ANNUNCIATORS-1 = 'WM UP CRS FINE'

06.3.1.009.00\*

OBSERVE WHEN INS#1 AND #2 WARMUP PHASE IS COMPLETED

CLOCK-PILOT = E PLUS 10

CHECK

NAVIGATION ANNUNCIATORS-1  
NAVIGATION ANNUNCIATORS-1

NAVIGATION ANNUNCIATORS-1 = BLANK\*  
AND NAVIGATION ANNUNCIATORS-1 = BLANK

06.3.1.010.00\*

OBSERVE INS 1 AND 2 IS IN 'COARSE' ALIGNMENT PHASE

NAVIGATION ANNUNCIATORS-2 = BLANK  
 AND NAVIGATION ANNUNCIATORS-2 = BLANK

CHECK

NAVIGATION ANNUNCIATORS-2  
 NAVIGATION ANNUNCIATORS-2

NAVIGATION ANNUNCIATORS-2 = FLASHING\*  
 AND NAVIGATION ANNUNCIATORS-2 = FLASHING

06.3.1.011.00\*

OBSERVE INS 1 AND 2 COARSE ALIGNMENT PHASE IS COMPLETED

CLOCK-PILOT = E30

CHECK

NAVIGATION ANNUNCIATORS-2  
 NAVIGATION ANNUNCIATORS-2

NAVIGATION ANNUNCIATORS-2 = 'COARSE'\*  
 AND NAVIGATION ANNUNCIATORS-2 = 'COARSE'

06.3.1.012.00\*

OBSERVE INS 1 AND 2 IN FINE ALIGNMENT PHASE

NAVIGATION ANNUNCIATORS-INS1 = 'COARSE'  
 AND NAVIGATION ANNUNCIATORS-INS 2 = 'COARSE'

CHECK

NAVIGATION ANNUNCIATORS-INS1  
 NAVIGATION ANNUNCIATORS-INS 2

NAVIGATION ANNUNCIATORS-INS1 = 'FINE'  
 AND NAVIGATION ANNUNCIATORS-INS 2 = 'FINE'

06.3.1.013.00\*

POSITION FLR PHOTO SWITCH TO 'AUTO'

CHECKLIST = SEQUENCE\*

SET

PHOTO CONTROL

PHOTO CONTROL = AUTO

06.3.2.001.00\*

CHANGE CODE SETTING ON SIF-IEE PANEL IAW EWD PROCEDURES

CHECKLIST = SEQUENCE  
 AND CLOCK-PILOT = 30

SET

IFF SYSTEM CONTROL

IFF SYSTEM CONTROL = TBD

06.3.2.002.00\*

P/C/O/D 84

PERFORM CREW STATION CHECKS\*

	CHECKLIST	= SEQUENCE*
CHECK	CREW STATION	
	CREW STATION	= CHECKED

06.3.2.003.00\*

APPLY POWER TO MISSILE AND NUCLEAR GRAVITY STORE

CHECKLIST	= SEQUENCE
-----------	------------

06.3.2.003.02\*

DEPRESS 'ALL' PUSHBUTTON ON NUMERIC KEYBOARD OF SMS PANEL

	FWD-DSBL SLU SWITCH	= FWD
	AND INTMD-DSBL SLU SWITCH	= INTMD
	AND AFT-DSBL SLU SWITCH	= AFT
DEPRESS	STATION NUMERIC KEYBOARD	
	STATION NUMERIC KEYBOARD	= 9 (FLASHING)

06.3.2.003.03\*

SET STORE POWER TOGGLE SWITCH TO 'ON'

	STATION NUMERIC KEYBOARD	= 9 (FLASHING)
SET	STORE POWER SWITCH	
	STORE POWER SWITCH	= ON
	AND STATION NUMERIC KEYBOARD	= 9 (BLANK)

06.3.2.004.00\*

POSITION IKB SELECTOR KNOB TO 'MISN TAPE'\*

	CHECKLIST	= SEQUENCE
SET	ACU DATA TRANSFER CONTROL	
	ACU DATA TRANSFER CONTROL	= MISN TAPE

06.3.2.005.00\*

INSERT EWO MISSION CASSETTE INTO DATA ENTRY UNIT

	ACU DATA TRANSFER CONTROL	= MISN TAPE
INSERT	EWO MISSION TAPE	
	EWO MISSION TAPE	= INSERTED*



06.3.2.006.00\*  
DEPRESS MEMORY CONTROL 'LOAD' PUSHBUTTON ON IKB TO ENTER DATA\*

DEPRESS  
EWO MISSION TAPE = INSERTED  
MEMORY CONTROL LOAD PUSHBUTTON  
MEMORY CONTROL LOAD PUSHBUTTON = ON\*

06.3.2.007.00\*  
VERIFY EWO MISSION CASSETTE DATA IS LOADED\*

READ  
CHECKLIST = SEQUENCE  
DISPLAY TUBE SURFACE  
SEQUENCE NUMBER  
DISPLAY TUBE SURFACE = TBD  
AND SEQUENCE NUMBER = TBD

06.3.2.008.00\*  
OBSERVE THAT INS 1 AND INS 2 HAVE COMPLETED ALIGNMENT

CHECK  
CLOCK-PILOT = E37  
NAVIGATION ANNUNCIATORS-INS1  
NAVIGATION ANNUNCIATORS-INS1 = OFF  
AND NAVIGATION ANNUNCIATORS-INS 2 = OFF

06.3.2.009.00\*  
EXECUTE PRESENT POSITION UPDATE - AS REQUIRED\*

COMBAT MISSION FOLDER = CHECKED  
AND PRESENT POSITION LATITUDE = ERROR  
AND PRESENT POSITION LONGITUDE = ERROR

07.1.1.001.00\*  
SET RADAR 'X-BAND XPNDR' POWER SELECT SWITCHES TO 'OPR'

SET  
CHECKLIST = SEQUENCE  
POWER SELECT SWITCH  
POWER SELECT SWITCH = OPR

07.1.1.002.00\*  
INITIATE EXPENDABLES AND ECM SAFETY CHECK\*



07.1.1.003.00\*

SET UHF RADIOS FOR AR FREQUENCY (UHF 1 AND UHF 2)

MANUAL CHANNEL READOUT      = TBD

07.1.1.003.01\*

SET UHF 1 RADIO FOR AR FREQUENCY\*

FUNCTION SELECT SW-PILOT      = ADF  
AND MANUAL CHANNEL READOUT-PIL      = TBD

SET

FUNCTION SELECT SW-PILOT  
MANUAL-FREQUENCY SELECTOR-PIL  
MANUAL CHANNEL READOUT-PIL

FUNCTION SELECT SW-PILOT      = ADF  
AND MANUAL-FREQUENCY SELECTOR-PIL      = TBD  
AND MANUAL CHANNEL READOUT-PIL      = TBD

07.1.1.003.02\*

SET UHF 2 RADIO FOR AR FREQUENCY\*

FUNCTION SELECT SW-COPILOT      = MAIN  
AND MANUAL CHANNEL READOUT-COP      = TBD

SET

FUNCTION SELECT SW-COPILOT  
MANUAL-FREQUENCY SELECTOR-COP  
MANUAL CHANNEL READOUT-COP

FUNCTION SELECT SW-COPILOT      = MAIN  
AND MANUAL-FREQUENCY SELECTOR-COP      = TBD  
AND MANUAL CHANNEL READOUT-COP      = TBD

07.1.1.004.00\*

SET BCN (BEACON) ON FLR SET CONTROL

FTC-BCN SWITCH      = BCN\*

SET

FTC-BCN SWITCH  
CRT DISPLAY SURFACE

FTC-BCN SWITCH      = BCN  
AND CRT DISPLAY SURFACE      = TBD

07.1.1.005.00\*

ESTABLISH INITIAL RADIO COMMUNICATION WITH TANKER

MANUAL CHANNEL READOUT-COP      = TBD

ESTABLISH

PUSH-TO-TALK SWITCH-COPILOT

TANKER COPILOT UHF      = ACKNOWLEDGED

07.1.1.006.00\*

SET FLR ROTARY MODE SWITCH TO 'AIR' MODE

SET

NUMBER IDENTIFIER-STEERING = TBD\*  
 AND STEERING SEQUENCE NUMBER = TBD

NUMBER IDENTIFIER-STEERING  
 MODE SWITCH-RADAR SET  
 CRT DISPLAY SURFACE

MODE SWITCH-RADAR SET = AIR  
 AND CRT DISPLAY SURFACE = DISPLAYED

07.1.1.007.00\*

ADJUST FLR VIDEO DISPLAY AS REQUIRED\*

CRT DISPLAY SURFACE = TBD

07.1.1.007.01\*

ADJUST FLR RANGE, RANGE MARK, AND RANGE INT CONTROLS

ADJUST

CRT DISPLAY SURFACE = TBD

RANGE MARK CONTROL  
 RANGE SWITCH-FLR  
 RANGE INT CONTROL

CRT DISPLAY SURFACE = TBD

07.1.1.007.02\*

ADJUST FLR STC, AZ INT AND ANT TILT CONTROLS

ADJUST

CRT DISPLAY SURFACE = TBD

SLOPE CONTRON  
 AZIMUTH INT CONTROL  
 ANTENNA TILT INDICATOR

CRT DISPLAY SURFACE = TBD

07.1.1.007.03\*

ADJUST FLR NORTH-NORM, VIDEO AND IF GAIN CONTROLS

ADJUST

CRT DISPLAY SURFACE = TBD

NORTH-NORMAL SELECT  
 VIDEO CONTROL-FLR  
 IF GAIN-FLR

CRT DISPLAY SURFACE = TBD

07.1.1.008.00\*

88  
C

SET TACAN A/R CHANNEL

SET

CHANNEL SELECTOR-TACAN      = TBD

CHANNEL SELECTOR-TACAN

CHANNEL SELECTOR-TACAN      = TBD

07.1.1.009.00\*

O

MONITOR FLR CRT FOR TANKER BEACON SIGNATURE

MONITOR-VISUAL

CRT DISPLAY SURFACE      = TBD

CRT DISPLAY SURFACE

CRT DISPLAY SURFACE      = TBD

07.1.1.010.00\*

C

SET TACAN MODE SELECTOR SWITCH TO 'AIR-AIR' MODE

SET

MODE SELECTOR SWITCH-TACAN      = A-A

MODE SELECTOR SWITCH-TACAN

MODE SELECTOR SWITCH-TACAN      = A-A

07.1.1.011.00\*

O

INFORM CREW OF TANKER BEACON RECEPTION

INFORM

CRT DISPLAY SURFACE      = TBD

CRT DISPLAY SURFACE  
OSO INTERPHONE SWITCH

PILOT ICS      = ACKNOWLEDGED  
AND CO-PILOT ICS      = ACKNOWLEDGED  
AND DSO ICS      = ACKNOWLEDGED

07.1.1.012.00\*

C

MONITOR HSI FOR TACAN LOCK-ON

MONITOR-VISUAL

DIGITAL DISTANCE READOUT-COP      = LOCKED-ON  
AND NAV BEARING POINTER-COPILOT      = LOCKED-ON

DIGITAL DISTANCE READOUT-COP  
NAV BEARING POINTER-COPILOT

DIGITAL DISTANCE READOUT-COP      = LOCKED-ON  
AND NAV BEARING POINTER-COPILOT      = LOCKED-ON

07.1.1.013.00\*

INFORM CREW OF TACAN LOCK-ON

INFORM

DIGITAL DISTANCE READOUT-COP = LOCKED-ON  
 AND NAV BEARING POINTER-COPILOT = LOCKED-ON

PUSH-TO-TALK SWITCH-COPILOT  
 DIGITAL DISTANCE READOUT-COP  
 NAV BEARING POINTER-COPILOT

PILOT ICS = ACKNOWLEDGED  
 AND OSO ICS = ACKNOWLEDGED  
 AND DSO ICS = ACKNOWLEDGED

07.1.1.014.00\*

SET FLIR MODE ON VSD

SET

MODE SELECT SWITCH-PILOT = IR

MODE SELECT SWITCH-COPILOT

MODE SELECT SWITCH-COPILOT = IR

07.1.2.001.00\*

REQUEST VIA UHF RADIO TANKER TO SET BEACON TO 'STBY'\*

REQUEST

CRT DISPLAY SURFACE = TBD

OSO MICROPHONE SWITCH

TANKER COPILOT UHF = ACKNOWLEDGED

07.1.2.002.00\*

MONITOR FLR FOR LOSS OF TANKER BEACON SIGNATURE

MONITOR-VISUAL

TANKER COPILOT UHF = ACKNOWLEDGED

CRT DISPLAY SURFACE

CRT DISPLAY SURFACE = TBD\*

07.1.2.003.00\*

REQUEST VIA UHF RADIO TANKER RETURN BEACON TO 'OPR'

REQUEST

CRT DISPLAY SURFACE = TBD\*

OSO MICROPHONE SWITCH

TANKER COPILOT UHF = ACKNOWLEDGED

07.1.2.004.00\*

MONITOR FLR FOR RETURN OF DESIGNATED TANKER BCN SIGNATURE

	TANKER COPILOT UHF	= ACKNOWLEDGED
MONITOR-VISUAL	CRT DISPLAY SURFACE	
	CRT DISPLAY SURFACE	= TBD*

07.1.2.005.00\*

INFORM TANKER VIA UHF RADIO OF POSITIVE CONTACT

	CRT DISPLAY SURFACE	= TBD
INFORM	OSO MICROPHONE SWITCH	
	CRT DISPLAY SURFACE	
	TANKER COPILOT UHF	= ACKNOWLEDGED

07.1.3.001.00\*

ADVISE (UHF RADIO) BOMBER CREW AND TANKER 'AT ARIP'

	CRT DISPLAY SURFACE	= TBD*
COMMUNICATE	OSO MICROPHONE SWITCH	
	PILOT ICS	= ACKNOWLEDGED

07.1.3.002.00\*

TRACK DESIRED PITCH/ROLL ATTITUDE WITH CONTROL STICK--

	CRT TUBE DISPLAY-PILOT	= TBD
TRACK	PILOTS FLIGHT CONTROL STICK	
	CRT TUBE DISPLAY-PILOT	
	CRT TUBE DISPLAY-PILOT	= TBD

07.1.3.003.00\*

READ VERTICAL SPEED FROM AVVI (ALTITUDE/VERTICAL VEL INDIC)

	CRT TUBE DISPLAY-PILOT	= TBD*
READ	ALTITUDE RATE MOV SCALE-PIL	
	ALTITUDE RATE MOV SCALE-PIL	= TBD

07.1.3.004.00\*

CHECK HORIZONTAL SITUATION (HSI) FOR CORRECT HEADING

	COMPASS CARD SCALE-PILOT	= TBD*
CHECK	COMPASS CARD SCALE-PILOT	
	COMPASS CARD SCALE-PILOT	= TBD

07.1.3.005.00\*

CHECK AVVI TO ACQUIRE REQUIRED ALTITUDE SEPARATION

	AVVI-PILOT	> TKR ALT-1000*
CHECK	SENSITIVE ALT SCALE-PILOT	
	AVVI-PILOT	= TKR ALT-1000*

07.1.3.006.00\*

ADJUST THROTTLES AS REQUIRED

	AIR-VEHICLE	< 80*
ADJUST	#3 THROTTLE LEVER*	
	AIRSPEED MOVING SCALE-PILOT	
	AIRSPEED MOVING SCALE-PILOT	= TBD*

07.1.3.007.00\*

TRACK DESIRED RATE OF DESCENT AND TURN WITH CONTROL STICK

	#3 THROTTLE LEVER	= TBD*
	AND AIRSPEED MOVING SCALE-PILOT	= TBD
TRACK	PILOTS FLIGHT CONTROL STICK	
	CRT TUBE DISPLAY-PILOT	
	CRT TUBE DISPLAY-PILOT	= TBD*

07.1.3.008.00\*

CHECK VERTICAL SPEED FROM AVVI

	CRT TUBE DISPLAY-PILOT	= TBD
CHECK	ALTITUDE RATE MOV SCALE-PIL	
	ALTITUDE RATE MOV SCALE-PIL	= TBD*

07.1.3.009.00\*

ACTIVATE PITCH TRIM BUTTON

	PROPRIOCEPTION	= ABOVE NORMAL*
ACTIVATE	PLT TRIM SW (ON CONTR STICK)	
	PROPRIOCEPTION	= REDUCED

07.1.3.010.00\*

92  
C/O

MONITOR ALTITUDE/HEADING, AS REQUIRED

	CRT TUBE DISPLAY-COPILOT	= TBD*
	AND HSI-COPILOT	= TBD
	AND AVVI-COPILOT	= TKR ALT - 1000
MONITOR-VISUAL	CRT TUBE DISPLAY-COPILOT	
	HSI-COPILOT	
	AVVI-COPILOT	
	CRT TUBE DISPLAY-COPILOT	= TBD*
	AND HSI-COPILOT	= TBD
	AND AVVI-COPILOT	= TKR ALT - 1000

07.1.4.001.00\*

P

PULL BACK ON CONTROL STICK TO INITIATE LEVEL-OFF

	AVVI-PILOT	= TKR ALT - 1000
PULL	PILOTS FLIGHT CONTROL STICK	
	AVVI-PILOT	
	CRT TUBE DISPLAY-PILOT	
	CRT TUBE DISPLAY-PILOT	= TBD*

07.1.4.002.00\*

P

CHECK PITCH ATTITUDE ON VSD

	CRT TUBE DISPLAY-PILOT	= TBD*
CHECK	CRT TUBE DISPLAY-PILOT	
	CRT TUBE DISPLAY-PILOT	= TBD*

07.1.4.003.00\*

P

ADJUST THROTTLES TO MAINTAIN CONSTANT AIRSPEED

	CRT TUBE DISPLAY-PILOT	= TBD*
ADJUST	#3 THROTTLE LEVER	
	POWER LEVEL INDICATOR-ENG #1	
	CRT TUBE DISPLAY-PILOT	
	CRT TUBE DISPLAY-PILOT	= TBD*



07.1.4.004.00\*

ADJUST CONTROL STICK TO STABILIZE A/S. ATTITUDE. ALTITUDE

AMI-PILOT                      ~TBD  
AND CRT TUBE DISPLAY-PILOT    ~TBD  
AND AVVI-PILOT                 ~TBD

**ADJUST**

PILOTS FLIGHT CONTROL STICK

AMI-PILOT = TBD  
AND CRT TUBE DISPLAY-PILOT = TBD  
AND AVVI-PILOT = TBD

07.1.4.005.00\*

CHECK VERTICAL SPEED ON AVVI TO MAINTAIN LEVEL-OFF

ALT RATE MOV INDEX-PILOT      7=0

**CHECK**

ALT RATE FIXED SCALE-PILOT  
ALT RATE MOV INDEX-PILOT

ALT RATE MOV INDEX-PILOT = 0

07.1.4.006.00\*

CHECK AMI TO HOLD AT TBD KIAS\*

ALT RATE MOV INDEX-PILOT = 0

**CHECK**

AMI-PILOT

AMI-PILOT = TBD

07.1.4.007.00\*

INFORM TANKER OF LEVEL-OFF ALTITUDE VIA UHF RADIO

SENSITIVE ALT SCALE-PILOT = TBD  
AND ALT RATE MOV INDEX-PILOT = 0

**INFORM**

OSO MICROPHONE SWITCH

TANKER COPILOT UHF = ACKNOWLEDGED

07.1.5.001.00\*

OBSERVE BEARING/DISTANCE TO TANKER VIA TACAN

HORIZONTAL SITUATION INDICATOR → TBD  
AND CRT TUBE DISPLAY-PILOT → TBD  
AND CRT DISPLAY SURFACE → TBD

## OBSERVE

HORIZONTAL SITUATION INDICATOR  
CRT TUBE DISPLAY-PILOT  
CRT DISPLAY SURFACE

HORIZONTAL SITUATION INDICATOR= TBD  
AND CRT TUBE DISPLAY-PILOT = TBD  
AND CRT DISPLAY SURFACE = TBD

P/C/O



07.1.5.001.01\*

AT 70NM INFORM TANKER TO START TURN TO RECIP OF REFUEL HEADG\*

	CRT DISPLAY SURFACE	= 70
INFORM	OSO MICROPHONE SWITCH	
	TANKER COPILOT UHF	= ACKNOWLEDGED

07.1.5.002.00\*

STEER TO DESIRED COURSE MAINTAINING ALTITUDE AND AIRSPEED

	HSI-PILOT	= TBD
STEER	PILOTS FLIGHT CONTROL STICK	
	HSI-PILOT	
	AMI-PILOT	
	HSI-PILOT	= TBD*
	AND AMI-PILOT	= TBD
	AND AVVI-PILOT	= TBD

07.1.5.002.01\*

AT 50NM INFORM TANKER OF TURN RANGE\*

	CRT DISPLAY SURFACE	= 25
INFORM	OSO MICROPHONE SWITCH	
	TANKER COPILOT UHF	= ACKNOWLEDGED

07.1.5.003.00\*

SET RANGE ROTARY SWITCH TO DECREASE FLR RANGE TO 30NM

	CRT DISPLAY SURFACE	= TBD
SET	RANGE SWITCH-FLR	
	RANGE SWITCH-FLR	= 30-10

07.1.5.004.00\*

ADJUST FLR VIDEO DISPLAY AS REQUIRED\*

	CRT DISPLAY SURFACE	= TBD
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07.1.5.005.00\*

SET BEACON MODE TOGGLE SWITCH ON FLR CONTROL PANEL TO 'OFF'

	CRT DISPLAY SURFACE	= TBD
SET	FTC-BCN SWITCH	
	FTC-BCN SWITCH	= OFF*

07.1.5.006.00\*

95  
0

DEPRESS ENABLE AND 'RS AIR' SWITCHES ON TRACKING HANDLE

	RANGE CURSORS	= TKR VIDEO RETURN*
DEPRESS	RANGE CONTROL ENABLE SWITCH	
	RANGE CONTROL AND ENABLE SWITCH	= DEPRESSED = DEPRESSED

07.1.5.007.00\*

0

POSITION AZIMUTH CURSOR OVER TANKER RADAR RETURN ON FLR

	RANGE CONTROL AND ENABLE SWITCH	= DEPRESSED = DEPRESSED
POSITION	ANTENNA INDICATOR CONTROL	
	AZIMUTH INT CONTROL	= TKR VIDEO RETURN

07.1.5.008.00\*

0

DEPRESS NARROW SECTOR SCAN, ADJUST AZ CUR, RELEASE TRCK HANDLE\*

	CRT DISPLAY SURFACE	= WIDE SECTOR SCAN
DEPRESS	SECTOR SWITCH CRT DISPLAY SURFACE ANTENNA INDICATOR CONTROL	
	SECTOR SWITCH	= DEPRESSED

07.1.5.009.00\*

0

OBSERVE AUTOMATIC LOCK-ON TO TANKER RETURN

	CRT DISPLAY SURFACE	= NAR SECTOR SCAN
OBSERVE	LOCK INDICATOR CRT DISPLAY SURFACE	
	LOCK INDICATOR	= ON*

07.1.5.012.00\*

0

MONITOR TANKER RETURN THROUGH TURN AND ADVISE PILOT\*

	CRT DISPLAY SURFACE	= TKR IN TURN
MONITOR-VISUAL	CRT DISPLAY SURFACE OSO INTERPHONE SWITCH	
	PILOT ICS	= ACKNOWLEDGED

07.1.5.013.00\*

P<sup>96</sup>

ADJUST HEADING AND AIRSPEED AS REQUIRED

	OSO ICS	= ADJ HDG AND A-S
ADJUST	PRIMARY THROTTLE LEVERS-PI	
	PILOTS AFCS MODE SELECT PANEL	
	CRT TUBE DISPLAY-PILOT	= TBD

07.2.1.001.00\*

P

SET 'TKR RNDVS' FLT DIR MODE SWITCH

	CRT TUBE DISPLAY-PILOT	= TBD
SET	FLT DIR MODE SWITCH-PILOT	
	FLT DIR MODE SWITCH-PILOT	= TKR RNDVS

07.2.1.002.00\*

P/C

SET TKR RNDVS BEARING AND HEADING PER OSO INSTRUCTIONS

	FLT DIR MODE SWITCH-PILOT	= TKR RNDVS
SET	COURSE SET KNOB	
	HEADING SET KNOB	
	NAV BEARING POINTER-PILOT	= TBD*
	AND COURSE POINTER-PILOT	= TBD
	AND CRT TUBE DISPLAY-PILOT	= TBD

07.2.1.003.00\*

C

CHECK CABIN PRESSURE ALTITUDE INDICATOR\*

	CHECKLIST	= SEQUENCE
CHECK	CABIN PRESS ALT INDICATOR	
	CABIN PRESS ALT INDICATOR	= TBD

07.2.1.004.00\*

C

SET CREW AIR SOURCE TOGGLE SWITCH ON ECS PANEL TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	CREW AIR SOURCE MODE SWITCH	
	CREW AIR SOURCE MODE SWITCH	= OFF

07.2.1.005.00\*

CHECK FLIGHT FUEL PANEL AND C.G. MANAGEMENT PANELS\*

CHECKLIST	= SEQUENCE
CHECK*	FUEL MGMT PNL
	FUEL MGT PANEL = TBD*
	AND SELECT QUANTITY DIGITAL READ = TBD
	AND PERCENT MACH INDICATOR = TBD

07.2.1.006.00\*

INFORM TANKER OF B-1 RANGE\*

	CRT DISPLAY SURFACE	= 5
INFORM	OSO MICROPHONE SWITCH	
	TANKER COPILOT UHF	= ACKNOWLEDGED

07.2.1.007.00\*

IDENTIFY TANKER VISUALLY\*

	OSO ICS	= RANGE CALL*
	AND HORIZONTAL SITUATION INDICATOR	= TBD
	AND CRT TUBE DISPLAYS	= TBD
IDENTIFY	FLASHBLINDNESS WINDOW-LEFT	
	FLASHBLINDNESS WINDOW-RIGHT	
	FLASHBLINDNESS WINDOW-LEFT	= TKR IDENTIFIED
	AND FLASHBLINDNESS WINDOW-RIGHT	= TKR IDENTIFIED

07.2.1.008.00\*

MONITOR CLOSURE ON TKR USING FLR/FLASHBLINDNESS THERM WINDOW\*

	FLASHBLINDNESS WINDOW-LEFT	= TKR IDENTIFIED
	AND FLASHBLINDNESS WINDOW-RIGHT	= TKR IDENTIFIED
MONITOR-VISUAL	CRT DISPLAY SURFACE	
	FLASHBLINDNESS WINDOW-LEFT	
	FLASHBLINDNESS WINDOW-RIGHT	
	HORIZONTAL SITUATION INDICATOR	= PROPER CLOSURE*
	AND CRT DISPLAY SURFACE	= PROPER CLOSURE
	AND FLASHBLINDNESS WINDOW-LEFT	= PROPER CLOSURE

07.2.1.009.00\*

INFORM TANKER OF ONE MILE RANGE

	CRT DISPLAY SURFACE	= 1*
INFORM	OSO MICROPHONE SWITCH	
	TANKER COPILOT UHF	= ACKNOWLEDGED

07.2.1.010.00\*

DEPRESS AFCS PITCH INTENT-DISCONNECT SWITCH TO DISENG AFCS

DEPRESS CRT DISPLAY SURFACE = 1\*  
PILOT AFCS INTRPT-DISENG CNTRL  
PILOT AFCS INTRPT-DISENG CNTRL= 'ENGAGE' - W

07.2.1.011.00\*

TRACK DESIRED ALTITUDE, HEADING AND AIRSPEED

TRACK HSI-PILOT = TBD  
AND AMI-PILOT = TBD  
AND AVVI-PILOT = TBD  
PILOTS FLIGHT CONTROL STICK  
PRIMARY THROTTLE LEVERS-PI  
HSI-PILOT = TBD\*  
AND AMI-PILOT = TBD  
AND AVVI-PILOT = TBD

07.2.1.012.00\*

SET ETC MODE SWITCH TO 'NAV'

SET FLASHBLINDNESS WINDOW-LEFT = TKR VISUAL  
AND FLASHBLINDNESS WINDOW-RIGHT = TKR VISUAL  
FLT DIR MODE SWITCH-PILOT  
FLT DIR MODE SWITCH-PILOT = NAV

07.2.2.001.00\*

ADJUST THROTTLES TO DESIRED POSITION\*

ADJUST CRT DISPLAY SURFACE = 1  
#3 THROTTLE LEVER  
#3 THROTTLE LEVER = ADJUSTED

07.2.2.002.00\*

MONITOR AIRSPEED AND ADVISE PILOT

MONITOR-VISUAL CRT DISPLAY SURFACE = 1\*  
AMI-PILOT  
PILOT ICS = ACKNOWLEDGED

P

P

P

C

07.2.2.003.00\*

ESTABLISH CLIMB ATTITUDE AS DESIRED FOR PRE-CONTACT POSITION

ESTABLISH	CRT TUBE DISPLAY-PILOT	= 1
	AND AVVI-PILOT	= TKR ALT - 1000
	AND FLASHBLINDNESS WINDOW-LEFT	= TKR VISUAL
	CRT TUBE DISPLAY-PILOT	
	PILOTS FLIGHT CONTROL STICK	
	PRIMARY THROTTLE LEVERS-PI	
	CRT TUBE DISPLAY-PILOT	= TBD*

07.2.2.004.00\*

MONITOR CLIMB RATE AND ADVISE PILOT

MONITOR-VISUAL	AVVI-COPILOT	= TBD
	OR AVVI-COPILOT	= TBD
	AVVI-COPILOT	
	PILOT ICS	= ACKNOWLEDGED

07.2.2.005.00\*

MAINTAIN VISUAL CONTACT WITH TANKER

MAINTAIN	FLASHBLINDNESS WINDOW-LEFT	> 0.5*
	PILOTS FLIGHT CONTROL STICK	
	FLASHBLINDNESS WINDOW-LEFT	= PROPER CLOSURE*

07.2.2.006.00\*

INFORM BOMBER AND TANKER CREWS OF 0.5NM RANGE

INFORM	CRT DISPLAY SURFACE	= 0.5
	OSO MICROPHONE SWITCH	
	PILOT ICS	= ACKNOWLEDGED
	AND CO-PILOT ICS	= ACKNOWLEDGED
	AND TANKER COPILOT UHF	= ACKNOWLEDGED

07.2.2.007.00\*

SET FLR MODE SWITCH TO 'STBY'

SET	PILOT ICS	= HOOKUP ENVELOPE*
	MODE SWITCH-RADAR SET-2	
	MODE SWITCH-RADAR SET-2	= STBY

07.2.2.008.00\*

SET X-BAND XPNDR POWER SELECT SWITCH TO 'STBY'

	PILOT ICS	= HOOKUP ENVELOP
SET	POWER SELECT SWITCH-1	
	POWER SELECT SWITCH-2	
	POWER SELECT SWITCH-1	= STBY

07.2.2.009.00\*

SET WING SWEEP AS DESIRED

	PILOT ICS	= HOOKUP ENVELOPE
SET	COPILOTS WING SWEEP HANDLE	
	COPILOTS WING SWEEP HANDLE	= TBD

07.2.2.010.00\*

ADJUST THROTTLES AS REQUIRED

	FLASHBLINDNESS WINDOW-LEFT	= PROPER CLOSURE
ADJUST	PRIMARY THROTTLE LEVERS-PI	
	FLASHBLINDNESS WINDOW-LEFT	= PROPER CLOSURE

07.2.2.011.00\*

SET ANTICLSN SWITCH TO 'OFF'

	BOOM OPERATOR UHF	= ANTICLSN - OFF
SET	ANTI-COLLISION CONTROL SWITCH	
	BOOM OPERATOR UHF	= CONFIRMS LTS OFF

07.2.2.012.00\*

SET AERIAL REFUEL EXT AND WING FLOOD AND SLIPWAY LT CONTROLS

	BOOM OPERATOR UHF	= EXT AND SL - ON
SET	EXTERIOR LIGHTS SWITCH	
	SLIPWAY LIGHTS SWITCH	
	BOOM OPERATOR UHF	= CONFIRMS LTS ON

07.2.2.013.00\*

C

ADJUST SLIPWAY AND EXT WING FLOOD LIGHTS AS REQUIRED

	BOOM OPERATOR UHF	= EXT AND SL - ADJ
ADJUST	EXTERIOR LIGHTS SWITCH	
	SLIPWAY LIGHTS SWITCH	
	BOOM OPERATOR UHF	= CONFIRMS LTS ADJ

07.2.2.014.00\*

C

SET EXT POSITION LIGHTS TO FLASH

	PILOT ICS	= EXT LTS - FLASH
SET	POSITION LIGHT MODE SWITCH	
	POSITION LIGHT MODE SWITCH	= FLASH

07.2.2.015.00\*

C

PULL SLIPWAY DOOR HANDLE TO 'REFUEL' POSITION

	PILOT ICS	= SL DR - REFUEL
PULL	SLIPWAY DOOR HANDLE	
	OPEN-UNLOCKED CAUTION LIGHT	= ON*

07.2.2.016.00\*

P

TRACK TANKER AIRCRAFT IN PRECONTACT POSITION\*

	FLASHBLINDNESS WINDOW-LEFT	= PROPER POSITION
TRACK	PRIMARY THROTTLE LEVERS-PI	
	PILOTS FLIGHT CONTROL STICK	
	PILOTS RUDDER PEDALS	
	FLASHBLINDNESS WINDOW-LEFT	= PROPER POSITION*

07.2.2.017.00\*

P

SET AND ADJUST ICS TFR/TKR SWITCH

	FLASHBLINDNESS WINDOW-LEFT	= PROPER POSITION
SET	TFR-TKR CONTROL SWITCH-PILOT	
	TFR-TKR INDICATOR LIGHT-PILOT	= ON*



07.3.1.001.00\*

102  
P

TRACK WITH STICK AND THROTTLES AS REQUIRED FOR HOOKUP

	BOOM OPERATOR UHF	= POSN INSTRUCTS*
TRACK	PILOTS FLIGHT CONTROL STICK PRIMARY THROTTLE LEVERS-PI PILOTS RUDDER PEDALS	
	FLASHBLINDNESS WINDOW-LEFT	= PROPER POSITION*

07.3.1.002.00\*

P

TRACK TANKER IN CONTACT POSITION\*

	FLASHBLINDNESS WINDOW-LEFT AND BOOM OPERATOR UHF	= PROPER POSITION* = STD BY - CONTACT
TRACK	PILOTS FLIGHT CONTROL STICK PRIMARY THROTTLE LEVERS-PI PILOTS RUDDER PEDALS	
	FLASHBLINDNESS WINDOW-LEFT	= CONTACT MADE

07.3.2.001.00\*

C

CHECK 'LATCHED' ADVISORY LIGHT IS ON

	BOOM OPERATOR UHF	= TANKER CONTACT
CHECK	LATCHED ADVISORY LIGHT	
	FLASHBLINDNESS WINDOW-LEFT AND LATCHED ADVISORY LIGHT	= CONTACT MADE* = 'LATCHED'

07.3.2.002.00\*

C

CHECK FUEL SEQUENCING DISPLAY

	FUEL MGT PANEL	= TBD*
CHECK	FUEL MGT PANEL	
	FUEL MGT PANEL	= TBD

07.3.2.003.00\*

C

MONITOR C.G. & MAC DISPLAY

	PERCENT MACH INDICATOR	= TBD
MONITOR-VISUAL	PERCENT MACH INDICATOR	
	PERCENT MACH INDICATOR	= TBD

07.3.2.004.00\*

ADJUST PITCH AND ROLL AS REQUIRED

ADJUST

FLASHBLINDNESS WINDOW-LEFT = TBD\*

PILOTS FLIGHT CONTROL STICK

PILOTS FLIGHT CONTROL STICK = TBD

07.3.2.005.00\*

MONITOR FUEL QUANTITY INDICATORS

MONITOR-VISUAL

FUEL MGT PANEL = TBD\*  
AND COUNTER READOUT-TOTAL FUEL = TBD  
AND SELECT QUANTITY DIGITAL READ = TBDSELECT TANK SWITCH  
FUEL MGT PANEL  
COUNTER READOUT-TOTAL FUELFUEL MGT PANEL = TBD\*  
AND COUNTER READOUT-TOTAL FUEL = TBD  
AND SELECT QUANTITY DIGITAL READ = TBD

07.4.1.001.00\*

DEPRESS A/R DISCONNECT STICK SWITCH

DEPRESS

FUEL MGT PANEL = TBD  
AND COUNTER READOUT-TOTAL FUEL = TBD  
AND SELECT QUANTITY DIGITAL READ = TBD

PILOT AFCS INTRPT-DISENG CNTRL

FLASHBLINDNESS WINDOW-LEFT = BOOM RELEASED

07.4.1.002.00\*

CHECK AERIAL REFUEL DISCONNECT ANNUNCIATOR ADVISORY LIGHT

CHECK

FUEL MGT PANEL = TBD  
AND COUNTER READOUT-TOTAL FUEL = TBD  
AND SELECT QUANTITY DIGITAL READ = TBD

DISCONNECT CAUTION LIGHT

DISCONNECT CAUTION LIGHT = 'DISC'\*

07.4.1.003.00\*

INFORM PILOT 'DISC' LIGHT IS ILLUMINATED\*

INFORM

DISCONNECT CAUTION LIGHT = 'DISC'

PUSH-TO-TALK SWITCH-PILOT

PILOT ICS = ACKNOWLEDGED

07.4.1.004.00\*

INFORM TANKER BOOM OPERATOR 'DISCONNECT' COMPLETE

DISCONNECT CAUTION LIGHT = 'DISC'

INFORM PUSH-TO-TALK SWITCH-PILOT

BOOM OPERATOR UHF = ACKNOWLEDGED

07.4.1.005.00\*

SET A/R EXTERIOR WING FLOOD AND SLIPWAY LIGHT CONTROLS

DISCONNECT CAUTION LIGHT = 'DISC'

SET EXTERIOR LIGHTS SWITCH

SLIPWAY LIGHTS SWITCH

EXTERIOR LIGHTS SWITCH = OFF

AND SLIPWAY LIGHTS SWITCH = OFF

07.4.1.006.00\*

PUSH AERIAL REFUEL SLIPWAY DOOR HANDLE TO CLOSED POSITION

CHECKLIST = SEQUENCE

PUSH SLIPWAY DOOR HANDLE

READY-NWS ADVISORY LIGHT = OFF\*

07.4.1.007.00\*

SET ANTI-CLSN TOGGLE SWITCH TO 'ANTI-CLSN'

FLASHBLINDNESS WINDOW-RIGHT = A-V SEPARATION

SET ANTI-COLLISION CONTROL SWITCH

ANTI-COLLISION CONTROL SWITCH = OFF

07.4.1.008.00\*

MONITOR POSITION OF TANKER VISUALLY

FLASHBLINDNESS WINDOW-LEFT = A V SEPARATION

MONITOR-VISUAL FLASHBLINDNESS WINDOW-LEFT

FLASHBLINDNESS WINDOW-LEFT = PROPER POSITION

07.4.1.009.00\*

ADJUST THROTTLES TO TBD TO REDUCE AIRSPEED

AIRSPEED DISPLAY-PILOT = TBD\*

ADJUST PRIMARY THROTTLE LEVERS-PI

AIRSPEED DISPLAY-PILOT = TBD

07.4.1.010.00\*

ADJUST CONTROL STICK AS REQUIRED

ADJUST

#3 THROTTLE LEVER	= IDLE
PILOTS FLIGHT CONTROL STICK	
PITCH SCALE-PILOT	= TBD

07.4.1.011.00\*

CHECK VERTICAL SPEED INDICATOR (AVVI)

CHECK

PITCH SCALE-PILOT	= TBD
AVVI-PILOT	
AVVI-PILOT	= TBD

07.4.1.012.00\*

ADJUST TRIM SWITCH AS REQUIRED

ADJUST

PROPRIOCEPTION	= ABOVE NORMAL*
PLT TRIM SW (ON CONTR STICK)	
PROPRIOCEPTION	= REDUCED

07.4.1.013.00\*

TRACK WITH CONTROL STICK AS REQUIRED

TRACK

PITCH SCALE-PILOT	= TBD
PILOTS FLIGHT CONTROL STICK	
PITCH SCALE-PILOT	= TBD

07.4.2.001.00\*

CHECK VERTICAL SPEED INDICATOR (AVVI)

CHECK

PITCH SCALE-PILOT	= TBD
AVVI-PILOT	
AVVI-PILOT	= TBD

07.4.2.002.00\*

ADJUST TRIM SWITCH AS REQUIRED

ADJUST

PROPRIOCEPTION	= ABOVE NORMAL
PLT TRIM SW (ON CONTR STICK)	
PROPRIOCEPTION	= REDUCED*
AND AVVI-PILOT	= TBD

07.4.2.003.00\*

MONITOR TANKER POSITION VISUALLY

	FLASHBLINDNESS WINDOW-LEFT	= A-V SEPARATION*
MONITOR-VISUAL	FLASHBLINDNESS WINDOW-LEFT	
	FLASHBLINDNESS WINDOW-LEFT	= PROPER POSITION

07.4.2.004.00\*

ADJUST CONTROL STICK AS REQUIRED FOR LEVEL OFF

	FLASHBLINDNESS WINDOW-LEFT	= PROPER POSITION*
ADJUST	PILOTS FLIGHT CONTROL STICK	
	AVVI-PILOT	= TBD

07.4.2.005.00\*

ADJUST TRIM SWITCH AS REQUIRED

	PROPRIOCEPTION	= ABOVE NORMAL
ADJUST	PLT TRIM SW (ON CONTR STICK)	
	PROPRIOCEPTION	= REDUCED*

07.4.2.006.00\*

ADJUST CONTROL STICK AS REQUIRED FOR CLIMB

	PITCH SCALE-PILOT	= TBD
ADJUST	PILOTS FLIGHT CONTROL STICK	
	PITCH SCALE-PILOT	= TBD

07.4.2.007.00\*

ADJUST THROTTLES TO INITIATE CLIMB

	PITCH SCALE-PILOT	= TBD
ADJUST	#3 THROTTLE LEVER	
	AMI-PILOT	= TBD*

07.4.2.008.00\*

DEPRESS ALT HOLD PUSH-BUTTON ON AFCS MODE SELECT PANEL

	AVVI-PILOT	= TBD
DEPRESS	PLTS ALTITUDE HOLD PUSHBUTTON	
	PLTS ALTITUDE HOLD PUSHBUTTON	= 'ALT'-G*

07.4.2.009.00\*

DEPRESS AUTO THROTTLE PUSHBUTTON ON AFCS MODE SELECT PANEL

	AMI-PILOT	= TBD
DEPRESS	PILOTS AUTO THROT PUSHBUTTON	
	PILOTS AUTO THROT PUSHBUTTON	= 'AUTO THROT'-G*

07.4.2.010.00\*

P/C/O/D

PERFORM STATION CHECK\*

	CHECKLIST	= SEQUENCE
CHECK		
	CHECKLIST	= COMPLETED

07.4.2.011.00\*

C

SET TACAN MODE SW TO 'T-R' AND SELECT APPROPRIATE CHANNEL\*

	CHECKLIST	= SEQUENCE
SET	CHANNEL SEL-KNOB TACAN	
	CHANNEL SEL-OUTER WHEEL-TACAN	
	MODE SELECTOR SWITCH-TACAN	
	CHANNEL SEL-KNOB TACAN	= TBD
	AND CHANNEL SEL-OUTER WHEEL-TACAN	= TBD
	AND MODE SELECTOR SWITCH-TACAN	= T-R

07.4.2.012.00\*

P/C

SET UHF RADIOS AS DESIRED

	CHECKLIST	= SEQUENCE
SET	PILOT UHF COMM PANEL	
	COPILOT UHF COMM PANEL	
	PILOT UHF COMM PANEL	= TBD
	AND COPILOT UHF COMM PANEL	= TBD

07.4.2.013.00\*

O

SET FLR MODE ROTARY SWITCH TO 'XMIT'

	FUEL MGT PANEL	= TBD
	AND COUNTER READOUT-TOTAL FUEL	= TBD
	AND SELECT QUANTITY DIGITAL READ	= TBD
SET	MODE SWITCH-RADAR SET-2	
	MODE SWITCH-RADAR SET-2	= XMIT*
	AND CRT DISPLAY SURFACE	= TBD

07.4.2.014.00\*

108  
0

SET FLR MODE SELECTOR SWITCH TO GND AUTO\*

	FUEL MGT PANEL	= TBD*
	AND COUNTER READOUT-TOTAL FUEL	= TBD
	AND SELECT QUANTITY DIGITAL READ	= TBD
SET	MODE SWITCH-RADAR SET	
	MODE SWITCH-RADAR SET	= GND AUTO

08.1.1.001.00\*

C

MONITOR HF COMMUNICATIONS (ARC-123)\*

	CLOCK-COPILOT	= TBD
MONITOR-AUDITORY	RADIO SET CONTROL PANEL	
	COPILOTS HF	= MESSAGE RECORDED

08.1.1.002.00\*

C

DECODE HF COMMUNICATIONS

	COPILOTS HF	= MESSAGE RECORDED
DECODE	COPILOTS HF	
	COPILOTS HF	= MESSAGE DECODED

08.1.1.003.00\*

C

CHANGE CODE SETTING ON IFF PANEL\*

	CHECKLIST	= SEQUENCE*
CHANGE	IFF SYSTEM CONTROL	
	IFF SYSTEM CONTROL	= TBD*

08.1.1.004.00\*

O/D

MONITOR-ADJUST SYSTEM AVIONICS\*

	PRESENT POSITION LATITUDE	= TBD
	AND PRESENT POSITION LONGITUDE	= TBD
MONITOR-VISUAL	PRESENT POSITION LATITUDE	
	PRESENT POSITION LONGITUDE	
	PRESENT POSITION LATITUDE	= TBD*
	AND PRESENT POSITION LONGITUDE	= TBD

P/C/O/D

08.1.1.005.00\*

PERFORM CREW STATION CHECKS\*

CHECKLIST

= SEQUENCE\*

CHECK

CHECKLIST

= COMPLETED\*

08.1.2.001.00\*

P/C/O

RECEIVE EXECUTION ORDER (ARC-123) COMMUNICATION\*

PILOTS HF  
AND COPILOTS HF  
AND OSO HF

= MONITOR-AUDITORY\*  
= MONITOR-AUDITOR  
= MONITOR-AUDITORY

RECEIVE

RADIO SET CONTROL PANEL

PILOTS HF  
AND COPILOTS HF  
AND OSO HF

= MESSAGE RECORDED  
= MESSAGE RECORDE  
= MESSAGE RECORDED

08.1.2.002.00\*

P/C

OPEN CME CONTAINER\*

PILOTS HF  
AND COPILOTS HF  
AND OSO HF

= VALID MESSAGE\*  
= VALID MESSAGE  
= VALID MESSAGE

OPEN

SECURE STORAGE CONTAINER

SECURE STORAGE CONTAINER

= OPENED

08.1.2.003.00\*

P/O

PERFORM MESSAGE VALIDATION-AUTHENTICATION\*

PILOTS HF  
AND COPILOTS HF  
AND OSO HF

= VALID MESSAGE  
= VALID MESSAGE  
= VALID MESSAGE

PERFORM

EXECUTION MESSAGE  
AND EXECUTION MESSAGE

= VALIDATED\*  
= AUTHENTICATED

08.1.2.004.00\*

P

TRACK WITH FLIGHT CONTROLS TO TURN ON STRIKE COURSE

PILOTS HF  
AND COPILOTS HF  
AND OSO HF

= VALID MESSAGE  
= VALID MESSAGE  
= VALID MESSAGE

TRACK

PILOTS FLIGHT CONTROL STICK

HSI-PILOT

= TBD\*



08.1.2.005.01\*

110  
P

SET CODED SWITCH SET CONTROLLER (CSCC) SWITCH TO 'OPER'\*

PILOTS HF = VALID MESSAGE  
AND COPILOTS HF = VALID MESSAGE  
AND OSO HF = VALID MESSAGE

SET OPERATE; MONITOR SWITCH

OPERATE; MONITOR SWITCH = OPERATE  
AND DISENABLE INDICATOR = ON

08.2.1.001.00\*

P

SET IFF MASTER CONTROL SELECT SWITCH TO 'STBY'\*

HHCL = CROSSED

SET MASTER CONTROL SELECT SWITCH

MASTER CONTROL SELECT SWITCH = STBY

08.2.1.002.00\*

C

SET ANTI CLSN LIGHT SWITCH TO 'OFF'\*

CHECKLIST = SEQUENCE

SET ANTI-COLLISION CONTROL SWITCH

ANTI-COLLISION CONTROL SWITCH = OFF

08.2.1.003.00\*

C

SET EXTERNAL POSITION LIGHT SELECT SWITCH TO 'OFF'\*

CHECKLIST = SEQUENCE

SET POSITION LIGHT SWITCH

POSITION LIGHT SWITCH = OFF

08.2.1.004.00\*

C

OBSERVE THAT AERIAL REFUEL EXTERIOR AND SLIPWAY LT SWS - OFF

CHECKLIST = SEQUENCE

CHECK EXTERIOR LIGHTS SWITCH  
SLIPWAY LIGHTS SWITCH

EXTERIOR LIGHTS SWITCH = OFF  
AND SLIPWAY LIGHTS SWITCH = OFF

08.2.1.005.00\*

SET ILS (ARN-108) POWER SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	POWER SWITCH-ILS	
	POWER SWITCH-ILS	= OFF

08.2.1.006.00\*

SET TACAN MODE SELECTOR SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	MODE SELECTOR SWITCH-TACAN	
	MODE SELECTOR SWITCH-TACAN	= OFF

08.2.1.007.00\*

SET FLR MODE ROTARY SWITCH TO 'STBY'

	CHECKLIST	= SEQUENCE
SET	MODE SWITCH-RADAR SET-2	
	MODE SWITCH-RADAR SET-2	= STBY*

08.2.1.008.00\*

SET X-BAND XPNDR PWR SWITCHES TO 'OFF' (PANEL #1, #2)

	CHECKLIST	= SEQUENCE
SET	POWER SELECT SWITCH	
	POWER SELECT SWITCH	= OFF

08.2.2.001.00\*

NOTIFY PILOT OF REQUEST FOR NUCLEAR CONSENT\*

	OSO ICS	= INTENT TO PREARM*
COMMUNICATE	OSO INTERPHONE SWITCH	
	PILOT ICS	= ACKNOWLEDGED

08.2.2.002.00\*

LIFT NCLR CSNT SWT GUARD AND SWITCH TO 'PA AND REL' POSN\*

	PILOT ICS	= ACKNOWLEDGED
SET	NUCLEAR CONSENT SWITCH	
	NUCLEAR CONSENT SWITCH	= PA-REL

08.2.2.003.00\*

0

LIFT NCLR RACK UNL-SF SW GUARD THEN SET SW TO 'UNLOCK'

PILOT ICS

= CONSENT COMPLETE\*

SET

NUCLEAR RACK CONTROL SWITCH

NUCLEAR RACK CONTROL SWITCH = UNLOCK

08.2.2.004.00\*

P

CHECK NUCLEAR CAUTION ANNUNCIATOR ILLUMINATED

OSO ICS

= ACKNOWLEDGED

CHECK

NUCLEAR INDICATOR

NUCLEAR INDICATOR = 'NUCLEAR'\*

08.2.2.005.00\*

0

LIFT PAENBL-SAFE SW GUARD. THEN SET SW TO 'PA ENBL'

NUCLEAR RACK CONTROL SWITCH = UNLOCK

SET

NUCLEAR PREARM ENABLE SWITCH

NUCLEAR PREARM ENABLE SWITCH = PA ENBL

08.2.2.006.00\*

0

SET PA-SAFE SWITCH TO 'PA'

NUCLEAR PREARM ENABLE SWITCH = PA ENBL

SET

PA-SAFE SWITCH

PA-SAFE SWITCH = PA

08.2.2.007.00\*

0

NOTIFY PILOT AFT STA NUCLEAR CONSENT PROCEDURES COMPLETE

PA-SAFE SWITCH

= PA

COMMUNICATE

OSO INTERPHONE SWITCH

PILOT ICS = ACKNOWLEDGED

08.2.2.008.00\*

P

CHECK NUCLEAR CAUTION ANNUNCIATOR IS BLANK

PILOT ICS

= ACKNOWLEDGED\*

CHECK

NUCLEAR INDICATOR

NUCLEAR INDICATOR = OFF

08.2.3.001.00\*

DEPRESS 'SMS' + 'L' ON SMS PANEL FOR DATA DISPLAY ON L CRT

DEPRESS

DISPLAY TUBE SURFACE-SMS CRT =SMY ON LEFT SIDE

SMY DATA CONTROL SWITCH  
L DIS SELECTOR PUSHBUTTON

DISPLAY TUBE SURFACE-SMS CRT = SMY ON LEFT SIDE\*

08.2.3.002.00\*

DEPRESS 'INV' + 'R' ON SMS PANEL FOR FULL INVTRY DATA DISPLAY

DEPRESS

DISPLAY TUBE SURFACE-SMS CRT =INV ON RT SIDE

INV DATA CONTROL SWITCH  
R DIS SELECTOR PUSHBUTTON

DISPLAY TUBE SURFACE-SMS CRT = INV ON RT SIDE\*

09.1.1.001.00\*

PERFORM CREW STATION CHECKS\*

P/C/O/D

CHECK

CHECKLIST

= SEQUENCE\*

CHECKLIST  
AND FLIGHT LOG= COMPLETED\*  
= RECORDED

09.1.1.002.00\*

DEPRESS ENGAGE ON AFCS MODE PANEL TO DISENGAGE AFCS

DEPRESS

PILOTS ENGAGE PUSHBUTTON

PILOTS ENGAGE PUSHBUTTON = 'ENGAGE'-W

09.1.1.003.00\*

ADVANCE THROTTLES TO MAXIMUM POWER

PILOTS ENGAGE PUSHBUTTON = 'ENGAGE'-W

PRIMARY THROTTLE LEVERS-PI

PRIMARY THROTTLE LEVERS-PI = MAXIMUM POWER

09.1.1.004.00\*

MONITOR ENGINE PERFORMANCE PARAMETERS\*

P/C

MONITOR-VISUAL

PRIMARY THROTTLE LEVERS-PI = MAXIMUM POWER

ENGINE INSTRUMENTS

ENGINE INSTRUMENTS = MONITORED

09.1.1.005.00\*

114  
P

ADJUST WING SWEEP AS REQUIRED

	PROPRIOCEPTION	= ACCELERATION*
ADJUST	PILOTS WING SWEEP HANDLE	
	WING SWEEP POSITION INDICATOR	= TBD

09.1.1.006.00\*

P

ADJUST THROTTLES TO OBTAIN TBD KIAS

	AMI-PILOT	= TBD
ADJUST	PRIMARY THROTTLE LEVERS-PI	
	AMI-PILOT	= TBD

09.1.1.007.00\*

P

ACTUATE PITCH TRIM BUTTON

	PROPRIOCEPTION	= ABOVE NORMAL*
ACTIVATE	PLT TRIM SW (ON CONTR STICK)	
	PROPRIOCEPTION	= REDUCED

09.1.1.008.00\*

P

POSITION FLT CONTROLS FOR SUPERSONIC CLIMB SCHEDULE\*

	AMI-PILOT	= TBD*
ADJUST	PILOTS FLIGHT CONTROL STICK	
	PILOTS RUDDER PEDALS	
	AMI-PILOT	= TBD

09.1.1.009.00\*

P

POSITION FLT CONTROLS AS REQUIRED TO OBTAIN LEVEL-OFF

	AVVI-PILOT	= TBD*
ADJUST	PILOTS FLIGHT CONTROL STICK	
	PILOTS RUDDER PEDALS	
	AVVI-PILOT	= TBD

09.1.1.010.00\*

P

ADJUST THROTTLES TO POWER SETTING FOR SUPERSONIC CRUISE

	AVVI-PILOT	= TBD
ADJUST	PRIMARY THROTTLE LEVERS-PI	
	AMI-PILOT	= TBD

09.1.1.011.00\*

DEPRESS 'TAKE CMD' SWITCHLIGHT ON AFCS MODE SELECT PANELAVVI-PILOT = TBD  
AND AMI-PILOT = TBD

DEPRESS

PILOTS TAKE COMMAND PUSHBUTTON

PILOTS TAKE COMMAND PUSHBUTTON = 'TAKE CMD'-G

09.1.1.012.00\*

DEPRESS 'ENGAGE' SWITCHLIGHT ON AFCS MODE SELECT PANEL

PILOTS TAKE COMMAND PUSHBUTTON = 'TAKE CMD'-G

DEPRESS

PILOTS ENGAGE PUSHBUTTON

PILOTS ENGAGE PUSHBUTTON = 'ENGAGE'-G

09.1.1.013.00\*

DEPRESS 'FLT DIR' SWITCHLIGHT ON AFCS MODE SELECT PANEL

PILOTS ENGAGE PUSHBUTTON = 'ENGAGE'-G

DEPRESS

PILOTS FLT DIR PUSHBUTTON

PILOTS FLT DIR PUSHBUTTON = 'FLT DIR'-G

09.1.1.014.00\*

DEPRESS 'ALT' SWITCHLIGHT ON AFCS MODE SELECT PANEL

AVVI-PILOT = TBD

DEPRESS

PLTS ALTITUDE HOLD PUSHBUTTON

PLTS ALTITUDE HOLD PUSHBUTTON = 'ALT'-G

09.1.1.015.00\*

MONITOR TOTAL TEMPERATURE INDICATOR

MONITOR-VISUAL

TOTAL TEMPERATURE INDICATOR

TOTAL TEMPERATURE INDICATOR &lt; TBD

09.1.1.016.00\*

PERFORM CREW STATION CHECKS\*

P/C/O/D

CHECKLIST

= SEQUENCE\*

CHECK

CHECKLIST  
AND FLIGHT LOG= COMPLETED\*  
= RECORDED

09.2.1.001.00\*

116  
0

SET FLR SELECT ROTARY SWITCH TO 'GND AUTO'\*

	CRT DISPLAY SURFACE	= TBD
SET	MODE SWITCH-RADAR SET	
	MODE SWITCH-RADAR SET	= GND AUTO

09.2.1.002.00\*

0

SET PPC SWITCH ON RADAR SET CONTROL TO 'IN'

	CRT DISPLAY SURFACE	= TBD
SET	PRESENT POSITION CORRECTION SW	
	PRESENT POSITION CORRECTION SW	= IN

09.2.1.003.00\*

0

OBSERVE NEXT SEQ NO IS A CP ON SEQ NO DIGITAL READOUT

	SEQUENCE NUMBER	= TBD
OBSERVE	SEQUENCE NUMBER	
	SEQUENCE NUMBER	= TBD
	AND PRE-PLANNED DATA SHEET	= TBD

09.2.1.004.00\*

0

SET FLR RANGE SELECT ROTARY SWITCH TO DESIRED RANGE

	CRT DISPLAY SURFACE	= TBD*
SET	RANGE SWITCH-FLR	
	RANGE SWITCH-FLR	= TBD*

09.2.1.005.00\*

0

IDENTIFY CP OF INTEREST ON FLR CRT SCOPE

	CRT DISPLAY SURFACE	= TBD*
IDENTIFY	CRT DISPLAY SURFACE	
	CRT DISPLAY SURFACE	= TBD*

09.2.1.006.00\*

0

OBSERVE X-HAIR CURSOR POSITION RELATIVE TO CP

	RADAR CURSORS	= TBD*
OBSERVE	CRT DISPLAY SURFACE	
	CRT DISPLAY SURFACE	= OBSERVED*

09.2.1.007.00\*

SET FLR SELECT ROTARY SWITCH TO 'GND VEL'

	CRT DISPLAY SURFACE	= EXPANDED
SET	MODE SWITCH-RADAR SET	
	MODE SWITCH-RADAR SET	= GND VEL*
	AND CRT DISPLAY SURFACE	= EXPANDED

09.2.1.008.00\*

DEPRESS UPDT QUAL PUSHBUTTON SWITCH ON NAV CORR PANEL

	UPDATE QUALITY SELECTOR	= TBD*
DEPRESS	UPDATE QUALITY SELECTOR	
	UPDATE QUALITY SELECTOR	= TBD*

09.2.1.009.00\*

SET NARROW SECTOR SCAN ON FLR WITH TRACKING HDLE PUSHBUTTON

	CRT DISPLAY SURFACE	= NARROW SECT SCAN*
DEPRESS	SECTOR SWITCH	
	CRT DISPLAY SURFACE	= NARROW SECT SCAN

09.2.1.010.00\*

POSITION X-HAIR CURSORS TO COINCIDE WITH CHECKPOINT

	CRT DISPLAY SURFACE	= TBD*
POSITION	ENABLE SWITCH	
	X-HAIR CURSORS	= POSITIONED
	AND CRT DISPLAY SURFACE	= TBD

09.2.1.011.00\*

DEPRESS 'ENTER' ON NAV CORR PANEL TO INTEGRATE CP UPDATE

	X-HAIR CURSORS	= POSITIONED
	AND CRT DISPLAY SURFACE	= TBD
DEPRESS	ENTER CONTROL	
	IN UPDT INDICATOR	= 'IN UPDT'*



09.2.1.012.00\*

ADVISE PILOT FLR UPDATE HAS BEEN ACCEPTED AND IS COMPLETE

	IN UPDT INDICATOR	= OFF*
COMMUNICATE	OSO INTERPHONE SWITCH	
	PILOT ICS	= ACKNOWLEDGED

09.2.1.013.00\*

OBSERVE AUTOPILOT STEERING CORRECTION ON VSD

P/C

	OSO ICS	= UPDATE COMPLETED
OBSERVE	VERTICAL SITUATION DISPLAY	
	VERTICAL SITUATION DISPLAY	= OBSERVED*

09.2.2.001.00\*

MONITOR AND ADJUST SYSTEM AVIONICS

O/D

MONITOR-VISUAL

	AVIONICS	= CHECKED
	AND CITS CONTROL, DISPLAY PANEL	= COMPLETED

09.2.2.002.00\*

SET ROTARY MODE SWITCH ON FLR CONTROL PANEL TO 'GND VEL'\*

0

	CRT DISPLAY SURFACE	= HI-ALTIT CALIB.
SET	MODE SWITCH-RADAR SET	
	MODE SWITCH-RADAR SET	= GND VEL

09.2.2.003.00\*

DEPRESS TH 'ENBL' SW TO COMMAND FLR ANT TO MAX DNWD ANGLE\*

0

	ANTENNA TILT INDICATOR	= 0
DEPRESS	ENABLE SWITCH	
	ANTENNA TILT INDICATOR	= -30
	AND CRT DISPLAY SURFACE	= READY

09.2.2.004.00\*

DEPRESS TH 'ENBL' SW TO POSITION RNG CURS ON NEAREST RETURN

0

	RANGE CURSORS	= POSITIONED
DEPRESS	ENABLE SWITCH	
	RANGE CURSORS	= POSITIONED*
	AND CRT DISPLAY SURFACE	= OBSERVED

09.2.2.005.00\*

DETERMINE GRD RIN 'COINCIDES' WITH SCHEDULED ELEV CALIB PT\*

STEERING DISTANCE READOUT = TBD\*

DETERMINE

CRT DISPLAY SURFACE

CRT DISPLAY SURFACE = TBD\*  
 AND RANGE CURSORS = POSITIONED

09.2.2.006.00\*

DEPRESS TH 'ENBL' SWITCH TO POSN RNG CURSOR FOR FINE ADJUSTM

CRT DISPLAY SURFACE = TBD  
 AND RANGE CURSORS = POSITIONED

DEPRESS

ENABLE SWITCH

RANGE CURSORS = COINCIDENT\*

09.2.2.007.00\*

NOTE HEADING DEVIATION OF FLIGHT PATH, CALIBRATION POINT

RANGE CURSORS = TBD

OBSERVE

RANGE CURSORS

SYSTEM MALFUNCTION INDICATOR = TBD\*

09.2.2.008.00\*

MANIPULATE STICK, RUDDER TO ACCOMPLISH HEADING CHANGE

ICS PANELS = TBD  
 AND PILOTS RUDDER PEDALS = TBD  
 AND PILOTS FLIGHT CONTROL STICK = TBD

ADJUST

ICS PANELS  
 PILOTS RUDDER PEDALS  
 PILOTS FLIGHT CONTROL STICK

ICS PANELS = TBD  
 AND PILOTS RUDDER PEDALS = TBD  
 AND PILOTS FLIGHT CONTROL STICK = TBD

09.2.2.009.00\*

DEPRESS 'ELEV-DALT' PUSHBUTTON TO INITIATE ALTI CALIBRATION\*

ALTITUDE-ELEVATION SELECTOR = 'ELEV'-FLASHING

DEPRESS

ALTITUDE-ELEVATION SELECTOR

ALTITUDE-ELEVATION SELECTOR = 'DALT'\*

09.2.2.010.00\*

DEPRESS 'ELEV-DALT' PUSHBUTTON TO FREEZE ELEVATION READOUT

AIR-VEHICLE = DOF  
AND STEERING TIME READOUT = 0

DEPRESS

ALTITUDE-ELEVATION SELECTOR

ALTITUDE-ELEVATION SELECTOR = 'DALT'-STEADY\*

09.2.2.011.00\*

EVALUATE DALT READOUT VALUE ON 'ALT CALBR' DIGITAL INDICATOR\*

ALTITUDE-ELEVATION SELECTOR = 'DALT'-STEADY

EVALUATE

ELEVATION-DELTA ALTITUDE IND

ELEVATION-DELTA ALTITUDE IND = ACCEPTABLE

09.2.2.012.00\*

SET 'ACPT-REJ' TOGGLE SWITCH TO 'ACPT'

ELEVATION-DELTA ALTITUDE IND = ACCEPTABLE

SET

ALTITUDE CALIBRATION SWITCH

IN UPDT INDICATOR = 'IN UPDT'

09.2.2.013.00\*

NOTE KALMAN FILTER ACCEPTANCE OF ALTITUDE UPDATE

IN UPDT INDICATOR = OFF\*  
AND ELEVATION-DELTA ALTITUDE IND = OFF

OBSERVE

ALTITUDE-ELEVATION SELECTOR

ALTITUDE-ELEVATION SELECTOR = OFF

09.3.1.001.00\*

OBSERVE PROGRAMMED SEQ NO IS A DOF ON SEQ NO DIGITAL READOUT

NUMBER IDENTIFIER-STEERING = 'DOF'  
AND STEERING SEQUENCE NUMBER = TBD

OBSERVE

STEERING SEQUENCE NUMBER  
PRE-PLANNED DATA SHEET

STEERING SEQUENCE NUMBER = TBD\*  
AND PRE-PLANNED DATA SHEET = TBD

09.3.1.002.00\*

OBSERVE TTD READOUT ON STEERING TIME READOUT

OBSERVE

STEERING TIME READOUT

= TBD

STEERING TIME READOUT

STEERING TIME READOUT

= TBD\*

09.3.1.003.00\*

DEPRESS 'DEST' LIGHTED PUSHBUTTON TO ACQUIRE X-HAIR CONTROL

DEPRESS

DESTINATION X-HAIR CONTROL

GRAVITY TARGETS X-HAIR CONTROL = ON  
AND CRT DISPLAY SURFACE = TBD

09.3.1.004.00\*

IDENTIFY INITIAL POINT-TARGET

IDENTIFY

DESTINATION X-HAIR CONTROL = ON

CRT DISPLAY SURFACE

CRT DISPLAY SURFACE

= TBD\*

09.3.1.005.00\*

ADVISE PILOT IP-TARGET HAS BEEN ACQUIRED

COMMUNICATE

CRT DISPLAY SURFACE

= TBD\*

USO INTERPHONE SWITCH

PILOT ICS

= ACKNOWLEDGED

09.3.2.001.00\*

OBSERVE CURRENT SMWDP SEQ NO IS A GRAVITY WEAPON RELEASE\*

OBSERVE

NUMBER IDENTIFIER-STEERING  
AND TYPE STORE INDICATOR= 'TG'  
= 'BOMB'SEQUENCE NUMBER  
SEQUENCE POINT READOUT  
SEQUENCE NUMBER IDENTIFIER

NUMBER IDENTIFIER-STEERING

= 'TG'

09.3.2.002.00\*

DEPRESS 'PRGM' ON SMS TO DISPLAY FULL SMWDP, THEN DPR 'RDIS'

DEPRESS

PRGM DATA CONTROL SWITCH  
R DIS SELECTOR PUSHBUTTON

DISPLAY TUBE SURFACE

= TBD\*

P/O

0

09.3.2.003.00\*

DEPRESS 'STAT' ON SMS TO DISPLAY FULL STATUS THEN DPR 'LDTS'\*

DEPRESS                      STAT DATA CONTROL SWITCH  
                                 L DIS SELECTOR PUSHBUTTON  
  
                                 DISPLAY TUBE SURFACE                      = TBD\*

09.3.2.004.00\*

DEPRESS BOMB DLVY SELECT LIGHTED SWITCH TO 'AUTO'

                                 BOMB DELIVERY CONTROL                      = 'MAN'  
  
DEPRESS                      BOMB DELIVERY CONTROL  
  
                                 BOMB DELIVERY CONTROL                      = 'AUTO'

09.3.2.005.00\*

OBSERVE ITG INDICATOR ON PILOT STORES PANEL

                                 TIME-TO-GO READOUT                      > 0\*  
  
OBSERVE                      TIME-TO-GO READOUT  
  
                                 SEQUENCE POINT READOUT                      = T  
                                 AND TIME-TO-GO READOUT                      = TBD  
                                 AND TIME TO GO-RANGE DISPLAY-PIL                      = TBD

09.3.2.006.00\*

CHECK SELECTED STORE TYPE ON PILOT STORES PANEL

                                 TIME-TO-GO READOUT                      > 0  
  
CHECK                      TYPE STORE INDICATOR  
  
                                 TYPE STORE INDICATOR                      = 'BOMB'

09.3.2.007.00\*

IDENTIFY SELECTED GRAVITY STORE BAY LOCATION ON PLT STRS PAN\*

                                 TIME-TO-GO READOUT                      > 0  
  
IDENTIFY                      BAY INDICATOR-FORWARD LIGHT  
                                 BAY INDICATOR-INTMD LIGHT  
                                 BAY INDICATOR-AFT LIGHT  
  
                                 BAY INDICATOR-FORWARD LIGHT                      = FWD  
OR BAY INDICATOR-INTMD LIGHT                      = CTR  
OR BAY INDICATOR-AFT LIGHT                      = AFT

09.3.2.008.00\*

OBSERVE THAT BOMB STEERING IS INITIATED

	TIME-TO-GO READOUT	> 0
OBSERVE	STEERING MODE LEGEND-PILOT	
	STEERING MODE LEGEND-PILOT	= 'BOMB'

09.3.2.009.00\*

DEPRESS 'OAP 1' ON NAV PANEL, THEN IDENTIFY OAP ON FLR

DEPRESS	OFFSET AIM POINT-1 CONTROL	
	OFFSET AIM POINT-1 CONTROL	= ON*
	AND CRT DISPLAY SURFACE	= TBD

09.3.2.010.00\*

DEPRESS 'OAP 2' ON NAV PANEL, THEN IDENTIFY OAP ON FLR

DEPRESS	OFFSET AIM POINT-2 CONTROL	
	OFFSET AIM POINT-2 CONTROL	= ON*
	AND CRT DISPLAY SURFACE	= TBD

09.3.2.011.00\*

ADVISE PILOT OF REQUIRED STEERING CORRECTIONS\*

	X-HAIR CURSORS	= POSITIONED*
	AND CRT DISPLAY SURFACE	= TBD
COMMUNICATE	OSO INTERPHONE SWITCH	
	PILOT ICS	= ACKNOWLEDGED

09.3.2.012.00\*

POSITION X-HAIRS TO COINCIDE WITH OAP USING TRACKING HANDLE\*

	X-HAIR CURSORS	= POSITIONED*
	AND CRT DISPLAY SURFACE	= TBD
POSITION	ENABLE SWITCH	
	X-HAIR CURSORS	= POSITIONED*
	AND CRT DISPLAY SURFACE	= TBD

09.3.2.013.00\*

DEPRESS 'CAP 2' LIGHTED PUSHBUTTON ON NAV PANELX-HAIR CURSORS  
AND CRT DISPLAY SURFACE= POSITIONED\*  
= TBD

DEPRESS

OFFSET AIM POINT-2 CONTROL

X-HAIR CURSORS  
AND CRT DISPLAY SURFACE= POSITIONED  
= TBD

09.3.2.014.00\*

SET FLR RANGE SELECT ROTARY SWITCH TO DESIRED RANGE\*

CRT DISPLAY SURFACE

= TBD\*

SET

RANGE SWITCH-FLR

RANGE SWITCH-FLR

= TBD\*

09.3.2.015.00\*

SET FLR SELECT ROTARY SWITCH TO 'GND VEL'

CRT DISPLAY SURFACE

= EXPANDED

SET

MODE SWITCH-RADAR SET

MODE SWITCH-RADAR SET  
AND CRT DISPLAY SURFACE= GND VEL\*  
= EXPANDED

09.3.2.016.00\*

SET NARROW SECTOR SCAN ON FLR WITH TRACKING HOLE PUSHBUTTON

CRT DISPLAY SURFACE

= NARROW SECT SCAN\*

DEPRESS

SECTOR SWITCH

CRT DISPLAY SURFACE

= NARROW SECT SCAN

09.3.2.017.00\*

MONITOR TTG INDICATOR ON PILOT STORES PANELTIME-TO-GO READOUT  
AND STEERING TIME READOUT> 0\*  
> 0

MONITOR-VISUAL

TIME-TO-GO READOUT  
STEERING TIME READOUTTIME-TO-GO READOUT  
AND STEERING TIME READOUT= TBD\*  
= TBD

P/O



09.3.2.018.00\*

ADVISE PILOT TO INITIATE-INSURE PLANNED BOMBING ALTITUDE

	CRT TUBE DISPLAY-PILOT	= TBD*
COMMUNICATE	OSO INTERPHONE SWITCH	
	PILOT ICS	= ACKNOWLEDGED

09.3.2.019.00\*

DEPRESS AFCS INTERR-DISC TRIG SW ON STICK TO FIRST DETENT

	CRT TUBE DISPLAY-PILOT	= TBD*
DEPRESS	PILOT AFCS INTRPT-DISENG CNTRL	
	PILOT AFCS INTRPT-DISENG CNTRL= FIRST DETENT*	

09.3.2.020.00\*

TRACK WITH CONTROL STICK TO ATTAIN DESIRED BOMBING ALTITUDE

	CRT TUBE DISPLAY-PILOT	= TBD
TRACK	PILOTS FLIGHT CONTROL STICK	
	AVVI-PILOT	= TBD
	AND PILOT AFCS INTRPT-DISENG CNTRL= RELEASED	

09.3.2.021.00\*

CHECK A-V FLT CONDITS ARE WITHIN SAFE WEAPON REL LIMITS

	TIME-TO-GO READOUT	> 0*
CHECK	STEERING COMMAND SYMBOL-PIL	
	STEERING COMMAND SYMBOL-PIL	= ON-STEADY

09.3.2.022.00\*

OBSERVE SELECTED STORES BAY DOORS STATUS INDICATORS\*

	BAY DOOR STATUS INDICATORS	= FLASHING*
	AND FWD BAY DOOR CONTROL	= FLASHING
OBSERVE	BAY DOOR STATUS INDICATORS	
	FWD BAY DOOR CONTROL	
	BAY DOOR STATUS INDICATORS	= 'FULL'*
	AND FWD BAY DOOR CONTROL	= FULL

09.3.2.023.00\*

CHECK GRAVITY STORE RELEASE, USING VSD, PLT ST, ST DEL PANS

CHECK



09.3.2.023.01\*

CHECK GRAVITY STORE RELEASE USING VSD AND PILOT STORES PANEL

CHECK

TIME-TO-GO READOUT = 0\*  
AND STORES AWAY INDICATOR = 'AWAY'  
AND STEERING MODE LEGEND-PILOT = 'BOMB'-FLASHING

TIME-TO-GO READOUT  
STORES AWAY INDICATOR  
STEERING MODE LEGEND-PILOT

STORES AWAY INDICATOR = OFF\*  
AND STEERING MODE LEGEND-PILOT = 'BOMB'-STEADY  
OR STEERING MODE LEGEND-PILOT = OFF

09.3.2.023.02\*

CHECK GRAVITY STORE RELEASE USING STORES DELIVERY PANELS

CHECK

RELEASE SIGNAL ANNUNCIATOR = 'REL SIG'\*  
AND AWAY ANNUNCIATOR = 'AWAY'

RELEASE SIGNAL ANNUNCIATOR  
AWAY ANNUNCIATOR

RELEASE SIGNAL ANNUNCIATOR = OFF\*  
AND AWAY ANNUNCIATOR = OFF

09.3.2.024.00\*

NOTIFY P OSO DSO SHOCK ARRIVAL IS IMMINENT

COMMUNICATE

CLOCK-COPILOT = TBD\*

PUSH-TO-TALK SWITCH-COPILOT

PILOT ICS = ACKNOWLEDGED  
AND OSO ICS = ACKNOWLEDGED  
AND DSO ICS = ACKNOWLEDGED

10.1.1.001.00\*

SET POWER-SET-TEST CONTROL KNOB ON RADAR ALTIMETER TO '1000'\*

SET

CHECKLIST = SEQUENCE

POWER-SET-TEST CONTROL KNOB

VARIABLE ALTITUDE INDEX MARKER= 1000\*

10.1.1 002.00\*

SET TFR RANGE ROTARY CONTROL TO 'E'\*

SET

CHECKLIST = SEQUENCE

RANGE SWITCH-TF

RANGE SWITCH-TF = E

10.1.1.003.00\*

SET RIDE COAXIAL CONTROL TO 'HARD'

CHECKLIST = SEQUENCE

SET

RIDE SELECT SWITCH

RIDE SELECT SWITCH = HARD

10.1.1.004.00\*

SET VOL COAXIAL CONTROL TO DESIRED AURAL COMMAND VOLUME

CHECKLIST = SEQUENCE

SET

VOL ROTARY KNOB

VOL ROTARY KNOB = TBD

10.1.1.005.00\*

SET CLEARANCE ROTARY CONTROL TO '500'

CHECKLIST = SEQUENCE

SET

CLEARANCE SELECT SWITCH

CLEARANCE SELECT SWITCH = 500

10.1.1.006.00\*

OBSERVE 'TER FLW' SWITCHLIGHT ON AFCS PANEL IS 'WHITE'

CHECKLIST = SEQUENCE

OBSERVE

COPILOTS TER FLWG PUSHBUTTON

COPILOTS TER FLWG PUSHBUTTON = 'TER FLW'-W

10.1.1.007.00\*

DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET

TF INDICATOR SCREEN = TBD

DEPRESS

PILOT AFCS INTRPT-DISENG CNTRL

PILOT AFCS INTRPT-DISENG CNTRL= 1ST DETENT

10.1.1.008.00\*

DEPRESS AND HOLD TEST PB ON RDR ALTM CONTROL PANEL\*

PILOT AFCS INTRPT-DISENG CNTRL= 1ST DETENT

DEPRESS

TEST PUSHBUTTON

LOW ALT FLYUP EM INDICATOR = 'TEST'

10.1.1.009.00\*

SET ALT REF-TER FLW MODE SW ON FLT DIR PANELS TO 'TER FLW'

CHECKLIST = SEQUENCE

SET

ALT REF-TER FLW SW-PILOT  
ALT REF-TER FLW SW-COPILOTALT REF-TER FLW SW-PILOT = TER FLW  
AND ALT REF-TER FLW SW-COPILOT = TER FLW

10.1.1.010.00\*

SET R TER MODE SELECT SWITCH TO 'TF'

CHECKLIST = SEQUENCE

SET

TFR MODE SWITCH-RIGHT

TFR MODE SWITCH-RIGHT = TF  
AND CO-PILOT ICS = CLIMB TONE

10.1.1.011.00\*

SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS

CHECKLIST = SEQUENCE

MONITOR-VISUAL

STEERING COMMAND SYMBOL  
VERTICAL STEERING POINTER  
TER FLW WARNING LIGHTSTEERING COMMAND SYMBOL = TBD  
AND VERTICAL STEERING POINTER = TBD  
AND TER FLW WARNING LIGHT = 'TER FLW'

10.1.1.012.00\*

DEPRESS L AND R CHANNEL PB TO CHECK TER 'FAIL' LAMPS

CHECKLIST = SEQUENCE

DEPRESS

FAIL INDICATOR-LEFT  
FAIL INDICATOR-RIGHTFAIL INDICATOR-LEFT = ON  
AND FAIL INDICATOR-RIGHT = ON

10.1.1.013.00\*

DEPRESS TO RELEASE AFCS PITCH INTERRUPT TRIGGER SW ON STICK

CHECKLIST = SEQUENCE

DEPRESS

PILOT AFCS INTRPT-DISENG CNTRL

PILOT AFCS INTRPT-DISENG CNTRL = RELEASED  
AND AIR-VEHICLE = FLY-UP

10.1.1.014.00\*

DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET

TF INDICATOR SCREEN = TBD

DEPRESS

PILOT AFCS INTRPT-DISENG CNTRL

PILOT AFCS INTRPT-DISENG CNTRL = 1ST DETENT  
AND AIR-VEHICLE = FLY-UP

10.1.1.015.00\*

SET R TFR MODE SELECT SWITCH TO 'STB'

CHECKLIST = SEQUENCE

SET

TFR MODE SWITCH-RIGHT

TFR MODE SWITCH-RIGHT = STBY

10.1.1.016.00\*

SET L TFR MODE SELECT SWITCH TO 'TF'

CHECKLIST = SEQUENCE

SET

TFR MODE SWITCH-LEFT

TFR MODE SWITCH-LEFT = TF

10.1.1.017.00\*

DEPRESS AND HOLD TEST PB ON RDR ALTM CONTROL PANEL\*

CHECKLIST = SEQUENCE

DEPRESS

TEST PUSHBUTTON

LOW ALT FLYUP EM INDICATOR = 'FAIL'

10.1.1.018.00\*

SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS

CHECKLIST = SEQUENCE

MONITOR-VISUAL

STEERING COMMAND SYMBOL  
VERTICAL STEERING POINTER  
TER FLW WARNING LIGHT

STEERING COMMAND SYMBOL = TBD  
AND VERTICAL STEERING POINTER = TBD  
AND TER FLW WARNING LIGHT = 'TER FLW'

10.1.1.019.00\*

DEPRESS TO RELEASE AFCS PITCH INTERRUPT TRIGGER SW ON STICK

	CHECKLIST	= SEQUENCE
DEPRESS	PILOT AFCS INTRPT-DISENG CNTRL	
	PILOT AFCS INTRPT-DISENG CNTRL= RELEASED	
	AND AIR-VEHICLE	= FLY-UP

10.1.1.020.00\*

DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET

DEPRESS	PILOT AFCS INTRPT-DISENG CNTRL	
	PILOT AFCS INTRPT-DISENG CNTRL= 1ST DETENT	

10.1.1.021.00\*

SET CLEARANCE ROTARY SWITCH ON RDR SET CONTROL TO '300'

	CHECKLIST	= SEQUENCE
SET	CLEARANCE SELECT SWITCH	
	CLEARANCE SELECT SWITCH	= 300

10.1.1.022.00\*

DEPRESS AFCS 'TER FLW' SWITCHLIGHT TO ENGAGE AFCS

	CHECKLIST	= SEQUENCE
DEPRESS	PILOTS TER FLWG PUSHBUTTON	
	PILOTS TER FLWG PUSHBUTTON	= 'TER FLW'-G

10.1.1.023.00\*

SCAN IF VISUAL & AURAL DISPLAYS FOR PROPER CONFIGURATIONS\*

	PILOTS TER FLWG PUSHBUTTON	= 'TER FLW'-G
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10.1.1.023.01\*

SCAN FOR PROPER IF VISUAL DISPLAY CONFIGURATIONS

	PILOTS TER FLWG PUSHBUTTON	= 'TER FLW'-G
MONITOR-VISUAL	STEERING COMMAND SYMBOL	
	VERTICAL STEERING POINTER	
	TER FLW WARNING LIGHT	
	STEERING COMMAND SYMBOL	= TBD
	AND VERTICAL STEERING POINTER	= TBD
	AND TER FLW WARNING LIGHT	= 'TER FLW'

10.1.1.023.02\*

SCAN FOR PROPER TFR VISUAL DISPLAY CONFIGURATION

MONITOR-VISUAL

PILOTS TFR FLWG PUSHBUTTON = 'TFR FLW'-G  
 LOW ALT FLYUP EM INDICATOR  
 LOW ALT FLYUP EM INDICATOR = 'FAIL'

10.1.1.023.03\*

P/C

MONITOR AURAL TONE FOR PROPER SIGNAL

MONITOR-AUDITORY

PILOTS TFR FLWG PUSHBUTTON = 'TFR FLW'-G  
 PILOT ICS  
 CO-PILOT ICS  
 PILOT ICS = DIVE TONE  
 AND CO-PILOT ICS = DIVE TONE

10.1.1.024.00\*

P

DEPRESS TO RELEASE AFCS PITCH INTERRUPT TRIGGER SW ON STICK

DEPRESS

LOW ALT FLYUP EM INDICATOR = 'FAIL'  
 AND PILOT ICS = DIVE TONE  
 AND CO-PILOT ICS = DIVE TONE  
 PILOT AFCS INTRPT-DISENG CNTRL  
 PILOT AFCS INTRPT-DISENG CNTRL = RELEASED  
 AND AIR-VEHICLE = DIVE

10.1.1.025.00\*

P

DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET

DEPRESS

PILOT AFCS INTRPT-DISENG CNTRL = RELEASED  
 AND AIR-VEHICLE = DIVE  
 PILOT AFCS INTRPT-DISENG CNTRL  
 PILOT AFCS INTRPT-DISENG CNTRL = 1ST DETENT  
 AND AIR-VEHICLE = DIVE

10.1.1.026.00\*

C

SET L TFR MODE SELECT SWITCH TO 'STBY'

SET

CHECKLIST = SEQUENCE  
 TFR MODE SWITCH-LEFT  
 TFR MODE SWITCH-LEFT = STBY

10.1.1.027.00\*

132  
C

SET R TFR MODE SELECT SWITCH TO 'TF'

	TFR MODE SWITCH-LEFT	= STBY
SET	TFR MODE SWITCH-RIGHT	
	TFR MODE SWITCH-RIGHT	= TF

10.1.1.028.00\*

P/C

SCAN TF VISUAL & AURAL DISPLAYS FOR PROPER CONFIGURATIONS\*

	TFR MODE SWITCH-RIGHT	= TF
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10.1.1.028.01\*

P/C

SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS

	TFR MODE SWITCH-RIGHT	= TF
MONITOR-VISUAL	STEERING COMMAND SYMBOL	
	VERTICAL STEERING POINTER	
	TER FLW WARNING LIGHT	
	STEERING COMMAND SYMBOL	= TBD
	AND VERTICAL STEERING POINTER	= TBD
	AND TER FLW WARNING LIGHT	= 'TER FLW'

10.1.1.028.02\*

P/C

SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATION

	TFR MODE SWITCH-RIGHT	= TF
MONITOR-VISUAL	LOW ALT FLYUP EM INDICATOR	
	LOW ALT FLYUP EM INDICATOR	= 'FAIL'

10.1.1.028.03\*

P/C

MONITOR AURAL TONE FOR PROPER SIGNAL

	TFR MODE SWITCH-RIGHT	= TF
MONITOR-AUDITORY	PILOT ICS	
	CO-PILOT ICS	
	PILOT ICS	= DIVE TONE
	AND CO-PILOT ICS	= DIVE TONE



10.1.1.029.00\*

DEPRESS TO RELEASE AFCS PITCH INTERRUPT TRIGGER SW ON STICK

LOW ALT FLYUP EM INDICATOR	= 'FAIL'
AND PILOT ICS	= DIVE TONE
AND CO-PILOT ICS	= DIVE TONE

DEPRESS

PILOT AFCS INTRPT-DISENG CNTRL

PILOT AFCS INTRPT-DISENG CNTRL	= RELEASED
AND AIR-VEHICLE	= DIVE

10.1.1.030.00\*

DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET

PILOT AFCS INTRPT-DISENG CNTRL	= RELEASED
AND AIR-VEHICLE	= DIVE

DEPRESS

PILOT AFCS INTRPT-DISENG CNTRL

PILOT AFCS INTRPT-DISENG CNTRL	= 1ST DETENT
AND AIR-VEHICLE	= DIVE

10.1.1.031.00\*

RELEASE TEST PUSHBUTTON ON RDR ALTM CONTROL PANEL

AIR-VEHICLE	= DIVE
-------------	--------

RELEASE

TEST PUSHBUTTON

LOW ALT FLYUP EM INDICATOR	= 'OFF'
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10.1.1.032.00\*

DEPRESS AFCS 'TER-FLW' SWITCHLIGHT TO DISENGAGE AFCS

CHECKLIST	= SEQUENCE
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DEPRESS

PILOTS TER FLWG PUSHBUTTON

PILOTS TER FLWG PUSHBUTTON	= 'TER FLW'-W
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10.1.1.033.00\*

SET CLEARANCE ROTARY CONTROL TO '1000'

CHECKLIST	= SEQUENCE
-----------	------------

SET

CLEARANCE SELECT SWITCH

CLEARANCE SELECT SWITCH	= 1000
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10.1.1.034.00\*

SET AUTO LTON LEVER-LOCKED TOGGLE SWITCH TO 'ENBL'

	CHECKLIST	= SEQUENCE
SET	AUTO LTON ENBL SWITCH	
	AUTO LTON ENBL SWITCH	= ENBL

10.1.1.035.00\*

DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET

	TF INDICATOR SCREEN	= TBD
DEPRESS	PILOT AFCS INTRPT-DISENG CNTRL	
	PILOT AFCS INTRPT-DISENG CNTRL	= 1ST DETENT

10.1.1.036.00\*

SET R TFR MODE SELECT SWITCH TO 'STB'

	CHECKLIST	= SEQUENCE
SET	TFR MODE SWITCH-RIGHT	
	TFR MODE SWITCH-RIGHT	= STBY

10.1.1.037.00\*

SET L TFR MODE SELECT SWITCH TO 'TF'

	CHECKLIST	= SEQUENCE
SET	TFR MODE SWITCH-LEFT	
	TFR MODE SWITCH-LEFT	= TF

10.1.1.038.00\*

DEPRESS AND HOLD TEST PB ON RDR ALIM CONTROL PANEL

	TFR MODE SWITCH-LEFT	= TF
DEPRESS	TEST PUSHBUTTON	
	LOW ALT FLYUP EM INDICATOR	= 'FAIL'

10.1.1.039.00\*

MONITOR IF VISUAL & AURAL DISPLAYS FOR PROPER CONFIGURATIONS\*

	LOW ALT FLYUP EM INDICATOR	= 'FAIL'
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P/C

10.1.1.039.01\*

SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS

MONITOR-VISUAL	LOW ALT FLYUP EM INDICATOR	= 'FAIL'
	STEERING COMMAND SYMBOL	
	VERTICAL STEERING POINTER	
	TER FLW WARNING LIGHT	
	STEERING COMMAND SYMBOL	= -8
	AND VERTICAL STEERING POINTER	= -8
	AND TER FLW WARNING LIGHT	= 'TER FLW'

10.1.1.039.02\*

SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS

MONITOR-VISUAL	LOW ALT FLYUP EM INDICATOR	= 'FAIL'
	FAIL INDICATOR-LEFT	
	FAIL INDICATOR-RIGHT	
	FAIL INDICATOR-LEFT	= OFF
	AND FAIL INDICATOR-RIGHT	= OFF

10.1.1.039.03\*

MONITOR AURAL TONE FOR PROPER SIGNAL

MONITOR-AUDITORY	LOW ALT FLYUP EM INDICATOR	= 'FAIL'
	PILOT ICS	
	CO-PILOT ICS	
	PILOT ICS	= DIVE TONE
	AND CO-PILOT ICS	= DIVE TONE

10.1.1.040.00\*

DEPRESS TO RELEASE AFCS PITCH INTERRUPT TRIGGER SW ON STICK

DEPRESS	LOW ALT FLYUP EM INDICATOR	= 'FAIL'
	AND PILOT ICS	= DIVE TONE
	AND CO-PILOT ICS	= DIVE TONE
	PILOT AFCS INTRPT-DISENG CNTRL	
	PILOT AFCS INTRPT-DISENG CNTRL= RELEASED	
	AND AIR-VEHICLE	= DIVE

10.1.1.041.00\*

TRACK WITH FLT CONTROLS TO INITIATE BANK AT > 2 DEG PER SEC\*PILOT AFCS INTRPT-DISENG CNTRL= RELEASED  
AND AIR-VEHICLE = DIVE

TRACK

PILOTS FLIGHT CONTROL STICK  
PILOTS RUDDER PEDALS

ROLL SCALE-PILOT &gt; 45

10.1.1.042.00\*

MONITOR IF VISUAL & AURAL DISPLAYS FOR PROPER CONFIGURATION\*

P/C

ROLL SCALE-PILOT &gt; 45

10.1.1.042.01\*

SCAN FOR PROPER IF VISUAL DISPLAY CONFIGURATIONS

P/C

ROLL SCALE-PILOT &gt; 45

MONITOR-VISUAL

STEERING COMMAND SYMBOL  
VERTICAL STEERING POINTERSTEERING COMMAND SYMBOL = CLIMB  
AND VERTICAL STEERING POINTER = CLIMB

10.1.1.042.02\*

SCAN FOR PROPER IF VISUAL DISPLAY CONFIGURATIONS

P/C

ROLL SCALE-PILOT &gt; 45

MONITOR-VISUAL

FAIL INDICATOR-LEFT  
FAIL INDICATOR-RIGHT  
TFR TURN G-LIMIT CAUTION LTFAIL INDICATOR-LEFT = ON  
AND FAIL INDICATOR-RIGHT = ON  
AND TFR TURN G-LIMIT CAUTION LT = TFR TURN G-LIMI

10.1.1.042.03\*

MONITOR AURAL TONE FOR PROPER SIGNAL

P/C

ROLL SCALE-PILOT &gt; 45

MONITOR-AUDITORY

PILOT ICS  
CO-PILOT ICSPILOT ICS = CLIMB TONE  
AND CO-PILOT ICS = CLIMB TONE

10.1.1.043.00\*

DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET

TF INDICATOR SCREEN = TBD

DEPRESS

PILOT AFCS INTRPT-DISENG CNTRL

PILOT AFCS INTRPT-DISENG CNTRL= 1ST DETENT  
AND AIR-VEHICLE = FLY-UP

10.1.1.044.00\*

TRACK WITH FLT CONTROLS TO RETURN A-V TO WINGS LEVEL FLIGHT

AIR-VEHICLE = FLY-UP

TRACK

PILOTS FLIGHT CONTROL STICK  
PILOTS RUDDER PEDALS

ROLL SCALE-PILOT = 0

10.1.1.045.00\*

MONITOR VISUAL DISPLAYS FOR PROPER CONFIGURATION\*

ROLL SCALE-PILOT = 0

MONITOR-VISUAL

FAIL INDICATOR-LEFT  
FAIL INDICATOR-RIGHT  
TFR TURN G-LIMIT CAUTION LTFAIL INDICATOR-LEFT = ON  
AND FAIL INDICATOR-RIGHT = OFF  
AND TFR TURN G-LIMIT CAUTION LT = OFF

10.1.1.046.00\*

TRACK WITH FLT CONTROLS TO INITIATE BANK AT > 2 DEG PER SEC\*FAIL INDICATOR-LEFT = ON  
AND FAIL INDICATOR-RIGHT = OFF  
AND TFR TURN G-LIMIT CAUTION LT = OFF

TRACK

PILOTS FLIGHT CONTROL STICK  
PILOTS RUDDER PEDALS

ROLL SCALE-PILOT &gt; 45

10.1.1.047.00\*

MONITOR TF VISUAL & AURAL DISPLAYS FOR PROPER CONFIGURATION\*

ROLL SCALE-PILOT &gt; 45

10.1.1.047.01\*

SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS

	ROLL SCALE-PILOT	> 45
MONITOR-VISUAL	STEERING COMMAND SYMBOL VERTICAL STEERING POINTER	
	STEERING COMMAND SYMBOL AND VERTICAL STEERING POINTER	= CLIMB = CLIMB

10.1.1.047.02\*

SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS

P/C

	ROLL SCALE-PILOT	> 45
MONITOR-VISUAL	FAIL INDICATOR-LEFT FAIL INDICATOR-RIGHT TFR TURN G-LIMIT CAUTION LT	
	FAIL INDICATOR-LEFT AND FAIL INDICATOR-RIGHT AND TFR TURN G-LIMIT CAUTION LT	= ON = ON = TFR TURN G-LIMIT

10.1.1.047.03\*

MONITOR AURAL TONE FOR PROPER SIGNAL

P/C

	ROLL SCALE-PILOT	> 45
MONITOR-AUDITORY	PILOT ICS CO-PILOT ICS	
	PILOT ICS AND CO-PILOT ICS	= CLIMB TONE = CLIMB TONE

10.1.1.048.00\*

DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET

P

	TF INDICATOR SCREEN	= TBD
DEPRESS	PILOT AFCS INTRPT-DISENG CNTRL PILOT AFCS INTRPT-DISENG CNTRL= 1ST DETENT AND AIR-VEHICLE	= FLY-UP

10.1.1.049.00\*

TRACK WITH FLT CONTROLS TO RETURN A-V TO WINGS LEVEL FLIGHT

P

	AIR-VEHICLE	= FLY-UP
TRACK	PILOTS FLIGHT CONTROL STICK PILOTS RUDDER PEDALS	
	ROLL SCALE-PILOT	= 0

10.1.1.050.00\*

MONITOR VISUAL DISPLAYS FOR PROPER CONFIGURATION

	ROLL SCALE-PILOT	= 0
MONITOR-VISUAL	FAIL INDICATOR-LEFT	
	FAIL INDICATOR-RIGHT	
	TFR TURN G-LIMIT CAUTION LT	
	FAIL INDICATOR-LEFT	= ON
	AND FAIL INDICATOR-RIGHT	= OFF
	AND TFR TURN G-LIMIT CAUTION LT	= OFF

10.1.1.051.00\*

SET L TFR MODE SELECT SWITCH TO 'STB'

	CHECKLIST	= SEQUENCE
SET	TFR MODE SWITCH-LEFT	
	TFR MODE SWITCH-LEFT	= STBY

10.1.1.052.00\*

SET L TFR MODE SELECT SWITCH TO 'TF'

	CHECKLIST	= SEQUENCE
SET	TFR MODE SWITCH-LEFT	
	TFR MODE SWITCH-LEFT	= TF
	AND FAIL INDICATOR-LEFT	= ON

10.1.1.053.00\*

SET L TFR MODE SELECT SWITCH TO 'STB'

	CHECKLIST	= SEQUENCE
SET	TFR MODE SWITCH-LEFT	
	TFR MODE SWITCH-LEFT	= STBY

10.1.1.054.00\*

SET R TFR MODE SELECT SWITCH TO 'TF'

	TFR MODE SWITCH-LEFT	= STBY
SET	TFR MODE SWITCH-RIGHT	
	TFR MODE SWITCH-RIGHT	= TF

10.1.1.055.00\*

SET L TFR MODE SELECT SWITCH TO 'TF'

	CHECKLIST	= SEQUENCE
SET	TFR MODE SWITCH-LEFT	
	TFR MODE SWITCH-LEFT	= TF
	AND FAIL INDICATOR-LEFT	= ON

10.1.1.056.00\*

MONITOR IF RADAR CONTROL 'FAIL' ANNUNCIATOR LIGHTS

	TFR MODE SWITCH-LEFT	= TF
	AND TFR MODE SWITCH-RIGHT	= TF
MONITOR-VISUAL	FAIL INDICATOR-LEFT	
	FAIL INDICATOR-RIGHT	
	FAIL INDICATOR-LEFT	= OFF
	AND FAIL INDICATOR-RIGHT	= OFF

10.1.1.057.00\*

DEPRESS TO RELEASE AFCS PITCH INTERRUPT TRIGGER SW ON STICK\*

	FAIL INDICATOR-LEFT	= OFF
	AND FAIL INDICATOR-RIGHT	= OFF
DEPRESS	PILOT AFCS INTRPT-DISENG CNTRL	
	PILOT AFCS INTRPT-DISENG CNTRL= RELEASED	

10.1.2.001.00\*

SET FLR FUNCTION SWITCH TO 'XMIT'\*

	CHECKLIST	= SEQUENCE
SET	MODE SWITCH-RADAR SET-2	
	MODE SWITCH-RADAR SET-2	= XMIT

10.1.2.002.00\*

SET BOTH FLT DIR MODE SELECT SWITCHES TO 'NAV'\*

	CHECKLIST	= SEQUENCE
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10.1.2.002.01\*

SET FLT DIR SWS TO 'NAV' AND MONITOR VSD, SADI & HSI\*

CHECKLIST

= SEQUENCE

SET

FLT DIR MODE SWITCH-PILOT  
FLT DIR MODE SWITCH-COPILOTFLT DIR MODE SWITCH-PILOT = NAV  
AND FLT DIR MODE SWITCH-COPILOT = NAV  
AND STEERING COMMAND SYMBOL = TBD

10.1.2.002.02\*

SET FLT DIR SWS TO 'NAV' AND MONITOR VSD, SADI & HSI

P/C

CHECKLIST

= SEQUENCE

SET

FLT DIR MODE SWITCH-PILOT  
FLT DIR MODE SWITCH-COPILOTCOURSE DEVIATION BAR-PILOT = TBD  
AND COURSE DEVIATION BAR-COPILOT = TBD  
AND VERTICAL STEERING POINTER = TBD

10.1.2.003.00\*

SET BOTH FLT DIR PANEL TOGGLE SWITCHES TO 'TER FLW'\*

P/C

CHECKLIST

= SEQUENCE

SET

ALT REF-TER FLW SW-PILOT  
ALT REF-TER FLW SW-COPILOTALT REF-TER FLW SWITCH = TER FLW  
AND STEERING COMMAND SYMBOL = TBD  
AND HORIZONTAL STEERING POINTER = TBD

10.1.2.004.00\*

CHECK RDR ALTM POWER-SET-TEST KNOB IS SET TO '1000'\*

P

CHECKLIST

= SEQUENCE

CHECK

POWER-SET-TEST CONTROL KNOB

VARIABLE ALTITUDE INDEX MARKER= 1000

10.1.2.005.00\*

SET IR POD CONTROL TO 'VV'\*

C

CHECKLIST

= SEQUENCE

SET

IR POD CONTROL

IR POD CONTROL

= VV



10.1.2.008.01\*

142  
P/C

ADJUST SYMBOL BRIGHTNESS AND CONTRAST ON VSD

	CRT TUBE DISPLAYS	= TBD
ADJUST	SYMBOL BRIGHTNESS CONTROL SENSOR CONTRAST CONTROL	
	SYMBOL BRIGHTNESS CONTROL AND SENSOR CONTRAST CONTROL AND CRT TUBE DISPLAYS	= TBD = TBD = TBD

10.1.2.008.02\*

P/C

ADJUST DECLUTTER AND SENSOR BRIGHTNESS CONTROLS ON VSD

	CRT TUBE DISPLAYS	= TBD
ADJUST	DISPLAY SWITCH SENSOR BRIGHTNESS CONTROL	
	DISPLAY SWITCH AND SENSOR BRIGHTNESS CONTROL AND CRT TUBE DISPLAYS	= TBD = TBD = TBD

10.1.2.009.00\*

P/C

SET MODE SELECTOR SWITCH ON VSD TO 'IR'

	CHECKLIST	= SEQUENCE
SET	MODE SELECT SWITCH-PILOT MODE SELECT SWITCH-COPILOT	
	MODE SELECT SWITCH-PILOT AND MODE SELECT SWITCH-COPILOT	= IR = IR

10.1.2.010.00\*

P/C

MONITOR BOTH VSD DISPLAYS

	VSD-PILOT AND VSD-COPILOT	= TBD* = TBD
MONITOR-VISUAL	VSD-PILOT VSD-COPILOT	
	VSD-PILOT AND VSD-COPILOT	= TBD* = TBD

10.1.2.011.00\*

P/C

ADJUST BRIGHTNESS, CONTRAST, CLUTTER & DECLUTTER KNOBS

10.1.2.011.01\*

ADJUST SYMBOL BRIGHTNESS AND CONTRAST ON VSD

	CRT TUBE DISPLAYS	= TBD
ADJUST	SYMBOL BRIGHTNESS CONTROL	
	SENSOR CONTRAST CONTROL	
	SYMBOL BRIGHTNESS CONTROL	= TBD
	AND SENSOR CONTRAST CONTROL	= TBD
	AND CRT TUBE DISPLAYS	= TBD

10.1.2.011.02\*

ADJUST DECLUTTER AND SENSOR BRIGHTNESS CONTROLS ON VSD

P/C

	CRT TUBE DISPLAYS	= TBD
ADJUST	DISPLAY SWITCH	
	SENSOR BRIGHTNESS CONTROL	
	DISPLAY SWITCH	= TBD
	AND SENSOR BRIGHTNESS CONTROL	= TBD
	AND CRT TUBE DISPLAYS	= TBD

10.2.1.001.00\*

POSITION THROTTLES TO TBD POWER LEVEL\*

P

	CRT TUBE DISPLAY-PILOT	= TBD
POSITION	PRIMARY THROTTLE LEVERS-PI	
	POWER LEVEL INDICATOR	= TBD

10.2.1.002.00\*

PUSH CONTROL STICK FORWARD

P

	PITCH SCALE-PILOT	= TBD*
PUSH	PILOTS FLIGHT CONTROL STICK	
	PITCH SCALE-PILOT	= TBD*

10.2.1.003.00\*

ADJUST PITCH TRIM

P

	PROPRIOCEPTION	= ABOVE NORMAL*
ADJUST	PLT TRIM SW (ON CONTR STICK)	
	PROPRIOCEPTION	= REDUCED*

10.2.1.004.00\*

ADJUST THROTTLES AND/OR SPEEDBRAKE AS REQUIRED

	ALT RATE FIXED SCALE-PIL	= TBD*
ADJUST	PRIMARY THROTTLE LEVERS-PI	
	ALT RATE FIXED SCALE-PIL	= TBD*

10.2.1.005.00\*

P/C

MONITOR HSI FOR HEADING DEVIATIONS

	ALT RATE FIXED SCALE-PIL	= TBD
MONITOR-VISUAL	NAV BEARING POINTER-PILOT	
	NAV BEARING POINTER-COPILOT	
	NAV BEARING POINTER-PILOT	= TBD*
	AND NAV BEARING POINTER-COPILOT	= TBD

10.2.1.006.00\*

P

TRACK WITH FLT CONTROLS TO CORRECT HEADING ERROR

	NAV BEARING POINTER-PILOT	= TBD
TRACK	PILOTS FLIGHT CONTROL STICK	
	PILOTS RUDDER PEDALS	
	COMMAND HEADING SYMBOL-PILOT	= TBD*

10.2.1.007.00\*

P

ADJUST WING SWEEP CONTROL TO SET ANGLE OF WINGS\*

	WING SWEEP POSITION INDICATOR	= TBD*
ADJUST	PILOTS WING SWEEP HANDLE	
	WING SWEEP POSITION INDICATOR	= TBD*

10.2.2.001.00\*

O

MONITOR PRESENT POSITION PARAMETERS DURING LETDOWN\*

10.2.2.001.01\*

O

MONITOR PRESENT POSITION PARAMETERS DURING LETDOWN

MONITOR-VISUAL	SEQUENCE NUMBER	
	SEQUENCE NUMBER IDENTIFIER	
	PRESENT POSITION ALTITUDE	
	SEQUENCE NUMBER	= TBD
	AND SEQUENCE NUMBER IDENTIFIER	= TBD
	AND PRESENT POSITION ALTITUDE	= TBD

10.2.2.001.02\*

MONITOR PRESENT POSITION PARAMETERS DURING LETDOWN

MONITOR-VISUAL

ATTITUDE DIRECTOR INDICATOR  
 BEARING-DISTANCE-HEADING IND  
 AIRSPEED-ALTITUDE INDICATOR

ATTITUDE DIRECTOR INDICATOR = TBD  
 AND BEARING-DISTANCE-HEADING IND = TBD  
 AND AIRSPEED-ALTITUDE INDICATOR = TBD

10.2.2.001.03\*

MONITOR PRESENT POSITION PARAMETERS DURING LETDOWN

MONITOR-VISUAL

GROUND TRACK READOUT  
 GROUND SPEED READOUT  
 TRUE HEADING READOUT

GROUND TRACK READOUT = TBD  
 AND GROUND SPEED READOUT = TBD  
 AND TRUE HEADING READOUT = TBD

10.2.2.002.00\*

MONITOR STEERING BAR ON HSI

MONITOR-VISUAL

COURSE DEVIATION BAR-PILOT = TBD\*  
 AND COURSE DEVIATION BAR-COPILOT = TBD

COURSE DEVIATION BAR-PILOT  
 COURSE DEVIATION BAR-COPILOT

COURSE DEVIATION BAR-PILOT = TBD\*  
 AND COURSE DEVIATION BAR-COPILOT = TBD

10.2.2.003.00\*

TRACK WITH FLT CONTROLS, AS REQUIRED, TO MANEUVER A-V

TRACK

COURSE DEVIATION BAR-PILOT = TBD

PILOTS FLIGHT CONTROL STICK  
 PILOTS RUDDER PEDALS

COURSE DEVIATION BAR-PILOT = TBD\*

10.2.3.001.00\*

MONITOR RADAR ALTIMETER LOCK-ON AT 5000 FEET ALTITUDE

MONITOR-VISUAL

RADAR ALTIMETER INDICATOR = 5000\*

RADAR ALTIMETER INDICATOR  
 OFF FLAG  
 AUTO LTDN ENBL SWITCH

OFF FLAG = NO FLAG\*  
 AND AUTO LTDN ENBL SWITCH = OFF  
 AND STEERING COMMAND SYMBOL-PIL = -10

0

P/C

P

P/C

10.2.3.002.00\*

P/C

MONITOR IFR DISPLAY FOR APPROPRIATE TERRAIN CHARACTERISTICS

	RADAR ALTIMETER INDICATOR	< 5000
MONITOR-VISUAL	TF INDICATOR SCREEN	
	TF INDICATOR SCREEN	= TBD*

10.2.3.003.00\*

P/C

MONITOR-X-CHECK ALTITUDE INDICATORS

	CHECKLIST	= SEQUENCE
MONITOR-VISUAL	RADAR ALTIMETER INDICATOR	
	SENSITIVE ALT SCALE MKR-PIL	
	STANDBY ALTIMETER	
	RADAR ALTIMETER INDICATOR	= TBD*
	AND SENSITIVE ALT SCALE MKR-PIL	= TBD
	AND STANDBY ALTIMETER	= TBD

10.2.3.004.00\*

O

MONITOR-X-CHECK ALTITUDE INDICATORS

	CHECKLIST	= SEQUENCE
MONITOR-VISUAL	PRESENT POSITION ALTITUDE	
	PRESENT POSITION ALTITUDE	= TBD

10.2.3.005.00\*

P

TRACK WITH CONTROL STICK TO LEVEL-OFF AT 1000 FEET AGL

	AIR-VEHICLE	> 1000*
TRACK	PILOTS FLIGHT CONTROL STICK	
	MOVING POINTER	
	SENSITIVE ALT SCALE MKR-PIL	= TBD*
	AND AIR-VEHICLE	= 1000

10.2.3.007.00\*

P

MONITOR VSD AIRSPEED READOUT FOR SPEED DEVIATION\*

	AIR-VEHICLE	= 1000
MONITOR-VISUAL	AIRSPEED DISPLAY-PILOT	
	AIRSPEED DISPLAY-PILOT	= TBD

10.2.4.001.00\*

SET ROTARY MODE SWITCH ON FLR CONTROL PANEL TO 'GND VEL'

	CRT DISPLAY SURFACE	= LOW-ALTIT CALIB
SET	MODE SWITCH-RADAR SET	
	MODE SWITCH-RADAR SET	= GND VEL

10.2.4.002.00\*

DEPRESS TH 'ENBL' SW TO COMMAND FLR ANT TO MAX DNWD ANGLE

	ANTENNA TILT INDICATOR	= 0
DEPRESS	ENABLE SWITCH	
	ANTENNA TILT INDICATOR	= -30
	AND CRT DISPLAY SURFACE	= READY

10.2.4.003.00\*

DEPRESS TH 'ENBL' SW TO POSITION RNG CURS ON NEAREST RETURN\*

	RANGE CURSORS	= POSITIONED
DEPRESS	ENABLE SWITCH	
	RANGE CURSORS	= POSITIONED*
	AND CRT DISPLAY SURFACE	= OBSERVED

10.2.4.004.00\*

DETERMINE GRD RTN 'COINCIDES' WITH SCHEDULED ELEV CALIB PT\*

	STEERING DISTANCE READOUT	= TBD*
DETERMINE	CRT DISPLAY SURFACE	
	CRT DISPLAY SURFACE	= TBD*
	AND RANGE CURSORS	= POSITIONED

10.2.4.005.00\*

DEPRESS TH 'ENBL' SWITCH TO POSN RNG CURSOR FOR FINE ADJUSTM

	CRT DISPLAY SURFACE	= TBD
	AND RANGE CURSORS	= POSITIONED
DEPRESS	ENABLE SWITCH	
	RANGE CURSORS	= COINCIDENT*

10.2.4.006.00\*

DEPRESS 'ELEV-DALT' PUSHBUTTON TO INITIATE ALTI CALIBRATION\*

ALTITUDE-ELEVATION SELECTOR = 'ELEV'-FLASHING

DEPRESS

ALTITUDE-ELEVATION SELECTOR

ALTITUDE-ELEVATION SELECTOR = 'DALT'\*

10.2.4.007.00\*

DEPRESS 'ELEV-DALT' PUSHBUTTON TO FREEZE ELEVATION READOUTAIR-VEHICLE = DOF  
AND STEERING TIME READOUT = G

DEPRESS

ALTITUDE-ELEVATION SELECTOR

ALTITUDE-ELEVATION SELECTOR = 'DALT'-STEADY\*

10.2.4.008.00\*

EVALUATE DALT READOUT VALUE ON 'ALT CALBR' DIGITAL INDICATOR\*

ALTITUDE-ELEVATION SELECTOR = 'DALT'-STEADY

EVALUATE

ELEVATION-DELTA ALTITUDE IND

ELEVATION-DELTA ALTITUDE IND = ACCEPTABLE

10.2.4.009.00\*

SET 'ACPT-REJ' TOGGLE SWITCH TO 'ACPT'

ELEVATION-DELTA ALTITUDE IND = ACCEPTABLE

SET

ALTITUDE CALIBRATION SWITCH

IN UPDT INDICATOR = 'IN UPDT'

10.2.4.010.00\*

NOTE KALMAN FILTER ACCEPTANCE OF ALTITUDE UPDATEIN UPDT INDICATOR = OFF\*  
AND ELEVATION-DELTA ALTITUDE IND = OFF

OBSERVE

ALTITUDE-ELEVATION SELECTOR

ALTITUDE-ELEVATION SELECTOR = OFF



10.2.4.011.00\*

SET TRUE ALTITUDE (MSL) IN PRESSURE ALTIMETERS

	CHECKLIST	= SEQUENCE
SET	AVVI-PILOT	
	AVVI-COPILOT	
	BAROMETRIC SETTING KNOB	
	AVVI-PILOT	= TBD*
	AND AVVI-COPILOT	= TBD
	AND BAROMETRIC SETTING KNOB	= TBD

10.2.5.001.00\*

P/C/O/D

PERFORM CREW STATION CHECKS\*

	CHECKLIST	= SEQUENCE
CHECK		
	CHECKLIST	= COMPLETED*
	AND FLIGHT LOG	= RECORDED

11.1.1.001.00\*

P/C

SET MODE ON VSD TO FLIR\*

11.1.1.001.01\*

P

SET MODE ON VSD TO FLIR

	CHECKLIST	= SEQUENCE
SET	MODE SELECT SWITCH-PILOT	
	MODE SELECT SWITCH-PILOT	= IR*

11.1.1.001.02\*

C

SET MODE ON VSD TO FLIR

	CHECKLIST	= SEQ
SET	MODE SELECT SWITCH-COPILOT	
	MODE SELECT SWITCH-COPILOT	= IR*
	AND CRT TUBE DISPLAY-COPILOT	= TBD

11.1.1.002.00\*

P

SET VSD DISPLAY SWITCH TO 'OCLTR'\*

	CRT TUBE DISPLAY-PILOT	= TBD*
SET	DISPLAY SWITCH-PILOT	
	CRT TUBE DISPLAY-PILOT	= TBD*



11.1.1.003.00\*

ADJUST PITCH TRIM ROTARY CONTROL AS NECESSARY

	CRT TUBE DISPLAY-PILOT	= TBD*
ADJUST	PITCH TRIM CONTROL-PILOT	
	CRT TUBE DISPLAY-PILOT	= TBD*

11.1.1.004.00\*

ADJUST SYM BRT ROTARY CONTROL AS NECESSARY

	CRT TUBE DISPLAY-PILOT	= TBD*
ADJUST	SYMBOL BRIGHTNESS CONT-PILOT	
	CRT TUBE DISPLAY-PILOT	= TBD*

11.1.1.005.00\*

ADJUST SENSOR CONTRAST AND BRIGHTNESS CONTROLS AS NECESSARY

	CRT TUBE DISPLAY-PILOT	= TBD*
ADJUST	SENSOR CONTRAST CONT-PILOT	
	SENSOR BRT CONTROL-PILOT	
	CRT TUBE DISPLAY-PILOT	= TBD*

11.1.1.006.00\*

SET CLEARANCE SWITCH ON TER PANEL TO DESIRED CLEARANCE PLANE\*

	CHECKLIST	= SEQUENCE
SET	CLEARANCE SELECT SWITCH	
	CLEARANCE SELECT SWITCH	= TBD*

11.1.2.001.00\*

ENGAGE AFCS AND SELECT 'TER FLW' MODE\*

	CHECKLIST	= SEQUENCE
PUSH	PILOTS TAKE COMMAND PUSHBUTTON	
	PILOTS ENGAGE PUSHBUTTON	
	PILOTS TER FLWG PUSHBUTTON	
	PILOTS ENGAGE PUSHBUTTON	= 'ENGAGE'-G*
	AND PILOTS TER FLWG PUSHBUTTON	= 'TER FLW'-G
	AND AVVI-PILOT	= TBD

11.1.2.002.00\*

MONITOR RADAR ALTIMETER

	AVVI-PILOT	= TBD*
MONITOR-VISUAL	RADAR ALTIMETER INDICATOR	
	AIR-VEHICLE	= TBD*

11.1.2.003.00\*

ADJUST THROTTLES TO OBTAIN REQUIRED TF AIRSPEED\*

	AMI-PILOT	= TBD
ADJUST	PRIMARY THROTTLE LEVERS-PI	
	AMI-PILOT	= TBD
	AND PILOTS AUTO THROT PUSHBUTTON	= 'AUTO THROT'-W

11.1.2.004.00\*

ADJUST WING SWEEP LEVER TO TBD DEG FOR ATF PENETRATION

	CHECKLIST	= SEQUENCE
ADJUST	PILOTS WING SWEEP HANDLE	
	WING SWEEP POSITION INDICATOR	= TBD*

11.1.2.005.00\*

VERIFY THAT (1) TFR CHANNEL MODE SW IS POSITIONED TO 'TF'\*

	CHECKLIST	= SEQUENCE
CHECK	TFR MODE SWITCH-RIGHT	
	TFR MODE SWITCH-RIGHT	= TF*

11.1.2.006.00\*

SET TFR MODE SWITCH ON (1) TF CHANNEL TO 'SIT' (SITUATION)

	CHECKLIST	= SEQUENCE
SET	TFR MODE SWITCH-LEFT	
	TFR MODE SWITCH-LEFT	= SIT*

11.1.3.001.00\*

MONITOR FLR DISPLAY AS REQD FOR POTENTIAL OBSTACLE RETURNS\*

	CRT DISPLAY SURFACE	= TBD*
MONITOR-VISUAL	CRT DISPLAY SURFACE	
	CRT DISPLAY SURFACE	= TBD*

11.1.3.002.00\*

MONITOR FLT INSTRUMENTS (ADI, BDHI AIRSPEED-ALT INDICATOR)

ATTITUDE DIRECTOR INDICATOR = TBD\*  
 AND BEARING-DISTANCE-HEADING IND = TBD  
 AND AIRSPEED-ALTITUDE INDICATOR = TBD

MONITOR-VISUAL

ATTITUDE DIRECTOR INDICATOR  
 BEARING-DISTANCE-HEADING IND  
 AIRSPEED-ALTITUDE INDICATOR

ATTITUDE DIRECTOR INDICATOR = TBD\*  
 AND BEARING-DISTANCE-HEADING IND = TBD  
 AND AIRSPEED-ALTITUDE INDICATOR = TBD

11.1.3.003.00\*

ADVISE PILOT(S) OF POTENTIALLY HAZARDOUS TERRAIN OBSTACLES\*

CRT DISPLAY SURFACE = TBD\*

COMMUNICATE

OSO ICS

PILOT ICS = ACKNOWLEDGED  
 AND CO-PILOT ICS = ACKNOWLEDGED

11.1.3.004.00\*

MONITOR AIRSPEED-MACH INDICATOR

MONITOR-VISUAL

AMI-PILOT  
 AMI-COPILOT

AMI-PILOT = TBD\*  
 AND AMI-COPILOT = TBD

P/C

11.1.3.005.00\*

MONITOR COMPUTED FLIGHT PATH ON VSD SCOPE

MONITOR-VISUAL

FLIGHT PATH ANGLE SYMBOL  
 FLIGHT PATH ANGLE RATE

FLIGHT PATH ANGLE SYMBOL = TBD\*  
 AND FLIGHT PATH ANGLE RATE = TBD

P/C

11.1.3.006.00\*

MONITOR RADAR ALTIMETER

MONITOR-VISUAL

RADAR ALTIMETER INDICATOR

RADAR ALTIMETER INDICATOR = TBD\*

P/C

11.1.3.007.00\*

MONITOR A/E PITCH STEERING ON VSD

15  
P/C

MONITOR-VISUAL

STEERING COMMAND SYMBOL-PIL  
STEERING COMMAND SYMBOL-COP

STEERING COMMAND SYMBOL-PIL = TBD\*  
AND STEERING COMMAND SYMBOL-COP = TBD

11.1.3.008.00\*

MONITOR COURSE STEERING ON THE VSD AND/OR HSI

P/C

MONITOR-VISUAL

HEADING READOUT  
HEADING MARKER

HEADING READOUT = TBD\*  
AND HEADING MARKER = TBD

11.1.3.009.00\*

MONITOR TFR FAIL INDICATORS

P/C

MONITOR-VISUAL

TFR FAIL INDICATORS

TFR FAIL INDICATORS = OFF\*

11.1.3.010.00\*

MONITOR IR ON VSD OR VISUAL CONTACT THROUGH TFB WINDOW

P/C

MONITOR-VISUAL

CRT TUBE DISPLAYS\*  
FLASHBLINDNESS WINDOW-LEFT  
FLASHBLINDNESS WINDOW-RIGHT

CRT TUBE DISPLAYS = TBD\*  
AND FLASHBLINDNESS WINDOW-LEFT = TBD  
AND FLASHBLINDNESS WINDOW-RIGHT = TBD

11.2.1.001.00\*

DEPRESS AUTOPILOT DISENGAGE TRIGGER SWITCH ON CONTROL STICK

P

DEPRESS

PILOT AFCS INTRPT-DISENG CNTRL

PILOT AFCS INTRPT-DISENG CNTRL = SECOND DETENT  
AND PILOTS ENGAGE PUSHBUTTON = 'ENGAGE'-W

11.2.1.002.00\*

TRACK PITCH STEERING COMMAND ON VSD WITH CONTROL STICK

P

TRACK

STEERING COMMAND SYMBOL-PIL = TBD\*

PILOTS FLIGHT CONTROL STICK

STEERING COMMAND SYMBOL-PIL = TBD\*

11.2.1.003.00\*

POSITION THROTTLES AS REQUIRED TO TRACK MACH .85

	AMI-PILOT	= .85
ADJUST	PRIMARY THROTTLE LEVERS-PI	
	AMI-PILOT	= .85

11.2.1.004.00\*

TRACK STEERING AZ COMMAND ON VSD WITH FLIGHT CONTROLS

	STEERING COMMAND SYMBOL-PIL	= TBD*
TRACK	PILOTS FLIGHT CONTROL STICK	
	PILOTS RUDDER PEDALS	
	STEERING COMMAND SYMBOL-PIL	= TBD*

P

11.2.2.001.00\*

MONITOR AIRSPEED-MACH DISPLAY\*

MONITOR-VISUAL	AMI-PILOT	
	AMI-COPILOT	
	AMI-PILOT	= TBD*
	AND AMI-COPILOT	= TBD

P/C

11.2.2.002.00\*

MONITOR TF PITCH STEERING ON VSD DISPLAY

MONITOR-VISUAL	STEERING COMMAND SYMBOL-PIL	
	STEERING COMMAND SYMBOL-PIL	= TBD*

P/C

11.2.2.003.00\*

MONITOR HSI COMMAND HEADING MKR AGAINST NAV BEARING MONITOR

MONITOR-VISUAL	HEADING MARKER-PILOT	
	HEADING MARKER-COPILOT	
	HEADING MARKER-PILOT	= TBD*
	AND HEADING MARKER-COPILOT	= TBD

P/C

11.2.2.004.00\*

MONITOR IFR SCOPE OR VISUALLY THROUGH FLASHBLINDNESS WINDOW\*

MONITOR-VISUAL	TF INDICATOR SCREEN	
	FLASHBLINDNESS WINDOW-LEFT	
	FLASHBLINDNESS WINDOW-RIGHT	
	TF INDICATOR SCREEN	= TBD*
	AND FLASHBLINDNESS WINDOW-LEFT	= TBD
	AND FLASHBLINDNESS WINDOW-RIGHT	= TBD

P/C

11.2.2.005.00\*

P/C

MONITOR RADAR ALTIMETER

MONITOR-VISUAL

RADAR ALTIMETER INDICATOR

RADAR ALTIMETER INDICATOR = TBD\*  
 AND RADAR ALTITUDE DISPLAY-PILOT = TBD  
 AND RADAR ALTITUDE DISPLAY-COPILOT= TBD

11.2.2.006.00\*

P/C

MONITOR TFR FAIL INDICATORS

MONITOR-VISUAL

TFR FAIL INDICATORS

TFR FAIL INDICATORS = OFF\*

11.3.1.001.00\*

P/O/D

COMMUNICATE WITH DSO-DSO ON THREAT SITUATION\*

COMMUNICATE

DSO ICS = THREAT EXISTS

ICS

PILOT ICS = CHANGE COURSE  
 AND DSO ICS = AGREED  
 AND DSO ICS = AGREED

11.3.1.002.00\*

P/O

VERIFY CONDITIONS SUITABLE FOR MANUAL LATERAL CONTROL

CHECK

DSO ICS = THREAT EXISTS\*  
 AND DSO ICS = OK TO CHG COURSE

TF INDICATOR SCREEN  
CRT DISPLAY SURFACE

TF INDICATOR SCREEN = CHECKED\*  
 AND CRT DISPLAY SURFACE = CHECKED

11.3.1.003.00\*

P/O

DETERMINE BEST PATH AROUND THREAT

CHECK

DSO ICS = THREAT EXISTS\*  
 AND DSO ICS = OK TO CHG COURSE

TF INDICATOR SCREEN  
CRT DISPLAY SURFACE

TF INDICATOR SCREEN = TBD\*  
 AND CRT DISPLAY SURFACE = TBD

11.3.1.004.00\*

TRACK WITH FLT CONTROLS & THROTTLES TO INITIATE DEVIATION

	TF INDICATOR SCREEN	= TBD*
	AND CRT DISPLAY SURFACE	= TBD
TRACK	PILOTS FLIGHT CONTROL STICK	
	PILOTS RUDDER PEDALS	
	PRIMARY THROTTLE LEVERS-PI	
	VSD-PILOT	= TBD*
	AND FLASHBLINDNESS WINDOW-LEFT	= TBD

11.3.1.005.00\*

MONITOR VSD AND VIEW FROM THERMAL FLASHBLINDNESS WINDOW

P/C

	VERTICAL SITUATION DISPLAY	= TBD*
	AND FLASHBLINDNESS WINDOWS	= TBD
MONITOR-VISUAL	VERTICAL SITUATION DISPLAY	
	FLASHBLINDNESS WINDOWS	
	VERTICAL SITUATION DISPLAY	= TBD
	AND FLASHBLINDNESS WINDOWS	= TBD

11.3.1.006.00\*

MONITOR AIRSPEED-MACH INDICATOR

P/C

MONITOR-VISUAL	AMI-PILOT	
	AMI-COPILOT	
	AMI-PILOT	= TBD*
	AND AMI-COPILOT	= TBD

11.3.1.007.00\*

MONITOR TER SCOPE FOR TERRAIN OBSTACLES

P

MONITOR-VISUAL	TF INDICATOR SCREEN	
	TF INDICATOR SCREEN	= TBD*

11.3.1.008.00\*

MONITOR HSI FOR COURSE DEVIATION

P/C

MONITOR-VISUAL	HEADING MARKER-PILOT	
	HEADING MARKER-COPILOT	
	HEADING MARKER-PILOT	= TBD*
	AND HEADING MARKER-COPILOT	= TBD



11.3.1.009.00\*

TRACK WITH FLT CONTROLS & THROTTLES TO RETURN A-V TO TRACK\*

TRACK

PILOTS FLIGHT CONTROL STICK  
 PILOTS RUDDER PEDALS  
 PRIMARY THROTTLE LEVERS-PI

VSD-PILOT = TBD\*  
 AND FLASHBLINDNESS WINDOW-LEFT = TBD

11.3.2.006.00\*

TRACK WITH FLT CONTROLS & THROTTLES TO INITIATE DEVIATION

TRACK

TF INDICATOR SCREEN = TBD\*  
 AND CRT DISPLAY SURFACE = TBD

PILOTS FLIGHT CONTROL STICK  
 PILOTS RUDDER PEDALS  
 PRIMARY THROTTLE LEVERS-PI

VSD-PILOT = TBD\*  
 AND FLASHBLINDNESS WINDOW-LEFT = TBD

11.3.2.007.00\*

MONITOR VSD AND VIEW FROM THERMAL FLASHBLINDNESS WINDOW

MONITOR-VISUAL

VERTICAL SITUATION DISPLAY = TBD\*  
 AND FLASHBLINDNESS WINDOWS = TBD

VERTICAL SITUATION DISPLAY  
 FLASHBLINDNESS WINDOWS

VERTICAL SITUATION DISPLAY = TBD  
 AND FLASHBLINDNESS WINDOWS = TBD

11.3.2.008.00\*

MONITOR AIRSPEED-MACH INDICATOR

MONITOR-VISUAL

AMI-PILOT  
 AMI-COPILOT

AMI-PILOT = TBD\*  
 AND AMI-COPILOT = TBD

11.3.2.009.00\*

MONITOR TER SCOPE FOR TERRAIN OBSTACLES

MONITOR-VISUAL

TF INDICATOR SCREEN

TF INDICATOR SCREEN = TBD\*



11.3.2.010.00\*

MONITOR HSI FOR COURSE DEVIATION

MONITOR-VISUAL

HEADING MARKER-PILOT  
HEADING MARKER-COPILOTHEADING MARKER-PILOT = TBD\*  
AND HEADING MARKER-COPILOT = TBD

11.3.2.011.00\*

TRACK WITH FLT CONTROLS & THROTTLES TO RETURN A-V TO TRACK\*

TRACK

PILOTS FLIGHT CONTROL STICK  
PILOTS RUDDER PEDALS  
PRIMARY THROTTLE LEVERS-PIVSD-PILOT = TBD\*  
AND FLASHBLINDNESS WINDOW-LEFT = TBD

11.4.1.001.00\*

DEPRESS 'ENGAGE' BUTTON ON AFCS PANEL

DEPRESS

PILOTS ENGAGE PUSHBUTTON

PILOTS ENGAGE PUSHBUTTON = 'ENGAGE'-G

11.4.1.002.00\*

DEPRESS 'FLT DIR' LIGHTED PUSHBUTTON ON AFCS PANEL

DEPRESS

PILOTS FLT DIR PUSHBUTTON

PILOTS FLT DIR PUSHBUTTON = 'FLT DIR'-G

11.4.1.003.00\*

DEPRESS 'TER FLW' LIGHTED PUSHBUTTON ON AFCS PANEL

DEPRESS

PILOTS TER FLWG PUSHBUTTON

PILOTS TER FLWG PUSHBUTTON = 'TER FLW'-G

11.4.1.004.00\*

DEPRESS 'AUTO THROT' LIGHTED PUSHBUTTON ON AFCS PANEL

DEPRESS

PILOTS AUTO THROT PUSHBUTTON

PILOTS AUTO THROT PUSHBUTTON = 'AUTO THROT'-G

11.5.1.001.00\*

ADVISE PILOT EVS UPDATE REQUIRED

COMMUNICATE

CRT DISPLAY SURFACE

= TBD\*

OSO ICS

PILOT ICS

= ACKNOWLEDGED

11.5.1.002.00\*

NOTE NEXT SEQ. NO. IS A CP (CHECK POINT)

CHECK

SEQUENCE NUMBER IDENTIFIER

= CP

SEQUENCE NUMBER

SEQUENCE NUMBER

= TBD\*

11.5.1.003.00\*

REQUEST EVS CONTROL BE TRANSFERRED TO OSO\*

COMMUNICATE

MULTIFUNCTION DISPLAY

= BLANK\*

OSO ICS

PILOT ICS

= ACKNOWLEDGED

11.5.1.004.00\*

SET EVS POD CONTROL ROTARY SWITCH TO 'EXD'\*

SET

OSO ICS

= REQ EVS CONTROL

IR POD CONTROL

IR POD CONTROL

= EXD

11.5.1.005.00\*

NOTE FRONT STATION RELEASE OF EVS COMMAND CONTROL

CHECK

FLIR PILOT-COPILOT CMD  
OR FLIR PILOT-COPILOT CMD  
OR FLIR PILOT-COPILOT CMD

= 'PILOT'\*  
= 'COPILOT'  
= OFF

FLIR PILOT-COPILOT CMD  
FLIR STEER

FLIR STEER  
OR FLIR STEER

= 'BNS'  
= 'MAN'

11.5.1.006.00\*

SET SENSOR TO BE DISPLAYED (FLIR) VIA VIDEO SELECT SWITCH

	VIDEO SELECT SWITCH	= FLIR
SET	VIDEO SELECT SWITCH	
	VIDEO SELECT SWITCH	= FLIR

11.5.1.007.00\*

SET 'SYMBOLS ON' VIA TVS PANEL FOR ELEVATION AND AZIMUTH

	MULTIFUNCTION DISPLAY	= TBD*
SET	SYMBOLS SWITCH	
	MULTIFUNCTION DISPLAY	= TBD*

11.5.1.008.00\*

ADJUST MFD BRIGHTNESS AS NECESSARY

	MULTIFUNCTION DISPLAY	= TBD*
ADJUST	BRIGHTNESS CONTROL	
	MULTIFUNCTION DISPLAY	= TBD*

11.5.1.009.00\*

ADJUST MFD CONTRAST AS NECESSARY

	MULTIFUNCTION DISPLAY	= TBD*
ADJUST	CONTRAST CONTROL-MFD	
	MULTIFUNCTION DISPLAY	= TBD*

11.5.1.010.00\*

SELECT 'UPDATE QUALITY' PUSHBUTTON ON NAV CORR PANEL

	UPDATE QUALITY SELECTOR	= '1'
	OR UPDATE QUALITY SELECTOR	= '2'
	OR UPDATE QUALITY SELECTOR	= '3'
SELECT	UPDATE QUALITY SELECTOR	
	UPDATE QUALITY SELECTOR	= '1'
	OR UPDATE QUALITY SELECTOR	= '2'
	OR UPDATE QUALITY SELECTOR	= '3'

11.5.1.011.00\*

DEPRESS EVS UPDATE MODE SWITCH ON NAV CORR PANEL

	EVS CONTROL SWITCH	= OFF
DEPRESS	EVS CONTROL SWITCH	
	EVS CONTROL SWITCH	= ON

11.5.1.012.00\*

SET 'PPC' TOGGLE SWITCH ON RADAR CONTROL PANEL TO 'OUT'\*

	PRESENT POSITION CORRECTION SW= IN
SET	PRESENT POSITION CORRECTION SW
	PRESENT POSITION CORRECTION SW= OUT

11.5.1.013.00\*

IDENTIFY CHECK POINT OF INTEREST ON MED

IDENTIFY	CHECK POINT	
	MULTIFUNCTION DISPLAY	= TBD*

11.5.1.014.00\*

NOTE PRESENT POSITION ERROR ON MED

CHECK	MULTIFUNCTION DISPLAY	
	FIDUCIALS	= TBD*

11.5.1.015.00\*

MOVE VIDEO IMAGE FOR FIDUCIALS-CHECK POINT COINCIDENCE

	FIDUCIALS	= TBD*
DEPRESS	ENABLE SWITCH	
	FIDUCIALS	= TBD*

11.5.1.016.00\*

DEPRESS 'ENTER' ON NAV CORR PANEL TO INITIATE UPDATE

	FIDUCIALS	= TBD*
DEPRESS	ENTER CONTROL	
	EVS CONTROL SWITCH	= ON*

11.5.1.017.00\*

MOVE VIDEO IMAGE FOR FIDUCIALS-CHECK POINT COINCIDENCE\*

	FIDUCIALS	= TBD*
DEPRESS	ENABLE SWITCH	
	FIDUCIALS	= TBD*

11.5.1.018.00\*

DEPRESS 'ENTER' ON NAV CORR PANEL TO COMPLETE UPDATE

	FIDUCIALS	= TBD*
DEPRESS	ENTER CONTROL	
	EVS CONTROL SWITCH	= ON*

11.5.1.019.00\*

NOTE UPDATE VALIDITY ON NAV CORR PANEL\*

	IN UPDT INDICATOR	= 'IN UPDT'
CHECK	IN UPDT INDICATOR	
	IN UPDT INDICATOR	= OFF

11.5.1.020.00\*

ADVISE PILOT THAT EVS UPDATE HAS BEEN COMPLETED

	IN UPDT INDICATOR	= OFF
COMMUNICATE	OSO ICS	
	PILOT ICS	= ACKNOWLEDGED*

11.5.1.021.00\*

OBSERVE AUTO PILOT STEERING CORRECTION ON VSD

	OSO ICS	= CORR COMPLETED
MONITOR-VISUAL	STEERING COMMAND SYMBOL-PIL	
	STEERING COMMAND SYMBOL-COP	
	STEERING COMMAND SYMBOL-PIL	= TBD*
	AND STEERING COMMAND SYMBOL-COP	= TBD

11.5.2.001.00\*

SET FLR SELECT ROTARY SWITCH TO 'GND AUTO'\*

	CRT DISPLAY SURFACE	= TBD*
SET	MODE SWITCH-RADAR SET	
	MODE SWITCH-RADAR SET	= GND AUTO

11.5.2.002.00\*

SET PPC SWITCH ON RADAR SET CONTROL TO 'IN'

SET

CRT DISPLAY SURFACE                   →=TBD\*

PRESENT POSITION CORRECTION SW

PRESENT POSITION CORRECTION SW= IN

11.5.2.003.00\*

OBSERVE NEXT SEQ NO IS A CP ON SEQ NO DIGITAL READOUT

CHECK

SEQUENCE NUMBER                   = TBD\*

SEQUENCE NUMBER

SEQUENCE NUMBER                   = TBD  
AND PRE-PLANNED DATA SHEET       = TBD

11.5.2.004.00\*

SET FLR RANGE SELECT ROTARY SWITCH TO DESIRED RANGE

SET

CRT DISPLAY SURFACE                   →=TBD\*

RANGE SWITCH-FLR

RANGE SWITCH-FLR                   = TBD\*

11.5.2.005.00\*

IDENTIFY CP OF INTEREST ON FLR CRT SCOPE

IDENTIFY

CRT DISPLAY SURFACE                   →=TBD\*

CHECK POINT

CRT DISPLAY SURFACE                   = TBD\*

11.5.2.006.00\*

OBSERVE X-HAIR CURSOR POSITION RELATIVE TO CP

CHECK

RADAR CURSORS                       = TBD\*

CRT DISPLAY SURFACE

CRT DISPLAY SURFACE                   = OBSERVED\*

11.5.2.007.00\*

SET FLR SELECT ROTARY SWITCH TO 'GND VEL'

SET

CRT DISPLAY SURFACE                   →=EXPANDED

MODE SWITCH-RADAR SET

MODE SWITCH-RADAR SET               = GND VEL\*  
AND CRT DISPLAY SURFACE           = EXPANDED

11.5.2.008.00\*

DEPRESS UPDT QUAL PUSHBUTTON SWITCH ON NAV CORR PANEL

UPDATE QUALITY SELECTOR = '1'\*  
 OR UPDATE QUALITY SELECTOR = '2'\*  
 OR UPDATE QUALITY SELECTOR = '3'

DEPRESS

UPDATE QUALITY SELECTOR

UPDATE QUALITY SELECTOR = '1'\*  
 OR UPDATE QUALITY SELECTOR = '2'\*  
 OR UPDATE QUALITY SELECTOR = '3'

11.5.2.009.00\*

SET NARROW SECTOR SCAN ON FLR WITH TRACKING HOLE PUSHBUTTON

CRT DISPLAY SURFACE → NARROW SECT SCAN\*

DEPRESS

SECTOR SWITCH

CRT DISPLAY SURFACE = NARROW SECT SCAN

11.5.2.010.00\*

POSITION X-HAIR CURSORS TO COINCIDE WITH CHECK POINT

CRT DISPLAY SURFACE → TBD\*

DEPRESS

ENABLE SWITCH

X-HAIR CURSORS = POSITIONED  
 AND CRT DISPLAY SURFACE = TBD

11.5.2.011.00\*

DEPRESS 'ENTER' ON NAV CORR PANEL TO INTEGRATE CP UPDATE

X-HAIR CURSORS = POSITIONED  
 AND CRT DISPLAY SURFACE = TBD

DEPRESS

ENTER CONTROL

IN UPDT INDICATOR = 'IN UPDT'\*

11.5.2.012.00\*

ADVISE PILOT FLR UPDATE HAS BEEN ACCEPTED AND IS COMPLETE

IN UPDT INDICATOR = OFF\*

COMMUNICATE

OSO ICS

PILOT ICS = ACKNOWLEDGED



11.5.2.013.00\*

OBSERVE AUTOPILOT STEERING CORRECTION ON VSD

	OSO ICS	= UPDATE COMPLETED
MONITOR-VISUAL	STEERING COMMAND SYMBOL-PIL STEERING COMMAND SYMBOL-COP	
	STEERING COMMAND SYMBOL-PIL	= TBD*
	AND STEERING COMMAND SYMBOL-COP	= TBD

11.5.3.001.00\*

SET ROTARY MODE SWITCH ON FLR CONTROL PANEL TO 'GND VEL'\*

	CRT DISPLAY SURFACE	= LOW-ALTIT CALIB.
SET	MODE SWITCH-RADAR SET	
	MODE SWITCH-RADAR SET	= GND VEL

11.5.3.002.00\*

DEPRESS TH 'ENBL' SW TO COMMAND FLR ANT TO MAX DNWD ANGLE\*

	ANTENNA TILT INDICATOR	= 0
DEPRESS	ENABLE SWITCH	
	ANTENNA TILT INDICATOR	= -30
	AND CRT DISPLAY SURFACE	= TBD

11.5.3.003.00\*

DEPRESS TH 'ENBL' SW TO POSITION RNG CURS ON NEAREST RETURN

	RANGE CURSORS	= POSITIONED
DEPRESS	ENABLE SWITCH	
	RANGE CURSORS	= POSITIONED*
	AND CRT DISPLAY SURFACE	= TBD

11.5.3.004.00\*

DETERMINE GRD RTN 'COINCIDES' WITH SCHEDULED ELEV CALIB PT\*

	STEERING DISTANCE READOUT	= TBD*
CHECK	CRT DISPLAY SURFACE	
	CRT DISPLAY SURFACE	= TBD*
	AND RANGE CURSORS	= POSITIONED



11.5.3.005.00\*

0

DEPRESS TH 'ENBL' SWITCH TO POSN RNG CURSOR FOR FINE ADJUSTM

CRT DISPLAY SURFACE	= TBD
AND RANGE CURSORS	= POSITIONED

DEPRESS

ENABLE SWITCH

RANGE CURSORS	= COINCIDENT*
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11.5.3.006.00\*

0

DEPRESS 'ELEV-DALT' PUSHBUTTON TO INITIATE ALTI CALIBRATION\*

ALTITUDE-ELEVATION SELECTOR	= 'ELEV'-FLASHING
-----------------------------	-------------------

DEPRESS

ALTITUDE-ELEVATION SELECTOR

ALTITUDE-ELEVATION SELECTOR	= 'DALT'*
-----------------------------	-----------

11.5.3.007.00\*

0

DEPRESS 'ELEV-DALT' PUSHBUTTON TO FREEZE ELEVATION READOUT

AIR-VEHICLE	= DOF
AND STEERING TIME READOUT	= C

DEPRESS

ALTITUDE-ELEVATION SELECTOR

ALTITUDE-ELEVATION SELECTOR	= 'DALT'-STEADY*
-----------------------------	------------------

11.5.3.008.00\*

0

EVALUATE DALT READOUT VALUE ON 'ALT CALBR' DIGITAL INDICATOR\*

ALTITUDE-ELEVATION SELECTOR	= 'DALT'-STEADY
-----------------------------	-----------------

EVALUATE

ELEVATION-DELTA ALTITUDE IND

ELEVATION-DELTA ALTITUDE IND	= ACCEPTABLE
------------------------------	--------------

11.5.3.009.00\*

0

SET 'ACPT-REJ' TOGGLE SWITCH TO 'ACPT'

ELEVATION-DELTA ALTITUDE IND	= ACCEPTABLE
------------------------------	--------------

SET

ALTITUDE CALIBRATION SWITCH

IN UPDT INDICATOR	= 'IN UPDT'
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11.5.3.010.00\*

NOTE KALMAN FILTER ACCEPTANCE OF ALTITUDE UPDATE

IN UPDT INDICATOR = OFF\*  
AND ELEVATION-DELTA ALTITUDE IND = OFF

CHECK

ALTITUDE-ELEVATION SELECTOR

ALTITUDE-ELEVATION SELECTOR = OFF

11.5.4.001.00\*

O/D

MONITOR AND ADJUST OPERATION OF SYSTEM AVIONICS\*

MONITOR-VISUAL

PRESENT POSITION LATITUDE\*  
PRESENT POSITION LONGITUDE  
CITS CONTROL, DISPLAY PANEL

PRESENT POSITION LATITUDE = TBD\*  
AND PRESENT POSITION LONGITUDE = TBD  
AND CITS CONTROL, DISPLAY PANEL = TBD

12.1.1.001.00\*

0

ADVISE PILOT OF REQUIRED BDA

BDA REQ ANNUNCIATOR

= 'BDA REQ'\*

COMMUNICATE

OSG ICS

PILOT ICS

= ACKNOWLEDGED

12.1.1.002.00\*

P

ACKNOWLEDGE EVS SENSOR REQUIRED FOR BDA\*

OSG ICS

= REQ EVS CONTROL

COMMUNICATE

PILOT ICS

OSG ICS

= ACKNOWLEDGED

12.1.1.003.00\*

P/C\*

SET EVS POD CONTROL ROTARY SWITCH TO 'EXD' IF RETRACTED

IR POD CONTROL

= RET

SET

IR POD CONTROL

VSD-PILOT  
OR VSD-COPILOT

= TBD

= TBD

12.1.1.004.00\*

168  
P

CONFIRM EVS VIDEO IMAGE AVAILABLE TO OSQ\*

	IR POD CONTROL	= EXD
COMMUNICATE	PILOT ICS	
	OSQ ICS	= IMAGE AVAILABLE

12.1.1.005.00\*

P

SET TV OR IR EVS POD CONTROL TO 'EXD' IF NOT RETRACTED\*

12.1.1.005.01\*

P\*

SET IR EVS POD CONTROL TO 'EXD' IF NOT RETRACTED

	IR POD CONTROL	= FXD
	OR IR POD CONTROL	= VV
SET	IR POD CONTROL	
	IR POD CONTROL	= EXD

12.1.1.005.02\*

P\*

SET IR EVS POD CONTROL TO 'EXD' IF NOT RETRACTED

	IR POD CONTROL	= FXD
	OR IR POD CONTROL	= VV
SET	IR POD CONTROL	
	IR POD CONTROL	= EXD

12.1.1.006.00\*

O

SET VIDEO SELECT ROTARY SWITCH TO 'FLIR'

	BDA REQ ANNUNCIATOR	= 'BDA REQ'
SET	VIDEO SELECT SWITCH	
	VIDEO SELECT SWITCH	= FLIR

12.1.1.007.00\*

O

SET BNS MODE SWITCH TO 'STV BNS' ON EVS STEERING CONTROL

	VIDEO SELECT SWITCH	= STV
SET	FLIR STEER	
	FLIR STEER	= 'BNS'

12.1.1.008.00\*

CHECK THAT CURRENT STEER PT IS A GRAVITY TGT ON SEQ NO IDENT

	BDA REQ ANNUNCIATOR	= 'BDA REQ'
CHECK	NUMBER IDENTIFIER-STEERING	
	NUMBER IDENTIFIER-STEERING	= 'TG'*
	AND STEERING SEQUENCE NUMBER	= TBD

12.1.1.009.00\*

DEPRESS NAV PANEL X-HAIR 'TGT' PB TO OVERLAY X-HAIRS ON TGT

	GRAVITY TARGETS X-HAIR CONTROL=	OFF
DEPRESS	GRAVITY TARGETS X-HAIR CONTROL	
	GRAVITY TARGETS X-HAIR CONTROL=	ON*
	AND CRT DISPLAY SURFACE	= TBD
	AND X-HAIR CURSORS	= POSITIONED

12.1.1.010.00\*

IDENTIFY BDA TARGET USING MED AND FLR SCOPES

	FIDUCIALS	= TBD*
	AND X-HAIR CURSORS	= POSITIONED
IDENTIFY	TARGET	
	CRT DISPLAY SURFACE	= TBD*
	AND MULTIFUNCTION DISPLAY	= TBD

12.1.1.011.00\*

ASSESS TARGET DAMAGE

	CRT DISPLAY SURFACE	= TBD*
	AND MULTIFUNCTION DISPLAY	= TBD
IDENTIFY	TARGET DAMAGE	
	CRT DISPLAY SURFACE	= TBD
	AND MULTIFUNCTION DISPLAY	= TBD

12.1.1.012.00\*

SET PHOTO TOGGLE SW TO 'AUTO' ON FLR INDIC-RECORDER PANEL

	CRT DISPLAY SURFACE	= TBD*
	AND MULTIFUNCTION DISPLAY	= TBD
SET	PHOTO CONTROL	
	PHOTO CONTROL	= AUTO*

12.1.1.013.00\*

NOTIFY PILOT OF DECISION TO DEPLOY-WITHHOLD WEAPON\*

	CRT DISPLAY SURFACE	= TBD*
	AND MULTIFUNCTION DISPLAY	= TBD
COMMUNICATE	OSO ICS	
	PILOT ICS	= ACKNOWLEDGED

12.1.1.014.00\*

DEPRESS BOMB DLVY ON STORES DEL PANEL TO DEACTIVATE BOMB MOD

	CRT DISPLAY SURFACE	= TBD*
	AND MULTIFUNCTION DISPLAY	= TBD
DEPRESS	BOMB MODE CONTROL	
	BOMB MODE CONTROL	= OFF

12.1.1.015.00\*

SET PHOTO SWITCH ON FLR INDICATOR-RECORDER TO OFF

	BDA REQ ANNUNCIATOR	= OFF
SET	PHOTO CONTROL	
	PHOTO CONTROL	= OFF*

12.1.2.001.00\*

OBSERVE CURRENT SMWDP SEQ NO IS A GRAVITY WEAPON RELEASE\*

P/O

	NUMBER IDENTIFIER-STEERING	= 'TG'
	AND TYPE STORE INDICATOR	= 'BOMB'
OBSERVE	SEQUENCE NUMBER	
	SEQUENCE POINT READOUT	
	SEQUENCE NUMBER IDENTIFIER	
	NUMBER IDENTIFIER-STEERING	= 'TG'

12.1.2.002.00\*

DEPRESS 'PRGM' ON SMS TO DISPLAY FULL SMWDP. THEN DPR 'RDIS'

0

DEPRESS	PRGM DATA CONTROL SWITCH	
	R DIS SELECTOR PUSHBUTTON	
	DISPLAY TUBE SURFACE	= TBD*

12.1.2.003.00\*

DEPRESS 'STAT' ON SMS TO DISPLAY FULL STATUS. THEN DPR 'LOIS'

DEPRESS

STAT DATA CONTROL SWITCH  
L DIS SELECTOR PUSHBUTTON

DISPLAY TUBE SURFACE = TBD\*

12.1.2.004.00\*

DEPRESS 'LOCATION' TO SELECT 'FWD', INTMD, OR 'AFT' LOCATION

DEPRESS

L DIS SELECTOR PUSHBUTTON = ON\*  
AND SMS CRT READOUT ASSEMBLY-LEFT = TBD  
LOCATION SELECT  
LOCATION SELECT = FWD  
OR LOCATION SELECT = INTMD  
OR LOCATION SELECT = AFT

12.1.2.005.00\*

DEPRESS 'STA' NUMERIC PB TO SELECT SPECIFIC WEAPON STATION

DEPRESS

LOCATION SELECT = FWD  
OR LOCATION SELECT = INTMD  
OR LOCATION SELECT = AFT  
STATION NUMERIC KEYBOARD  
STATION NUMERIC KEYBOARD = '1'\*  
OR STATION NUMERIC KEYBOARD = '2'  
OR STATION NUMERIC KEYBOARD = '3'

12.1.2.006.00\*

SET ST PWR TOGGLE SWITCH TO 'ON' FOR INITIALIZATION (ST PWR)

SET

STATION NUMERIC KEYBOARD = '1'\*  
STORE POWER SWITCH  
STORE POWER SWITCH = ON

12.1.3.001.00\*

NOTIFY (P) TO INITIATE TRANSFER ALIGNMENT TURN (TAL)

COMMUNICATE

SMS CRT READOUT ASSEMBLY-LEFT = 'TAL REQ'\*  
OSO ICS  
PILOT ICS = ACKNOWLEDGED

12.1.3.002.00\*

POSITION CONTROL STICK TO BANK A-V FOR 15 DEG HEADING CHANGE\*

	HEADING READOUT-PILOT	= TBD*
TRACK	PILOTS FLIGHT CONTROL STICK	
	HEADING READOUT-PILOT	= TBD*

12.1.3.003.00\*

RELEASE POSITIVE OVERRIDE CONTROL FORCE TO RETURN TO TRACK

	SMS CRT READOUT ASSEMBLY-LEFT	= 'TAL REQ'
	AND OSO ICS	= TAL REQ BLANKED
RELEASE	PILOTS FLIGHT CONTROL STICK	
	HEADING READOUT-PILOT	= TBD*

12.1.3.004.00\*

DEPRESS MISSILE DELIVERY SELECT PUSHBUTTON TO 'AUTO'

	MISSILE DELIVERY CONTROL	= 'MAN'
DEPRESS	MISSILE DELIVERY CONTROL	
	MISSILE DELIVERY CONTROL	= 'AUTO'

12.1.3.005.00\*

MONITOR ITG INDICATOR ON PILOT STORES PANEL

	TIME-TO-GO READOUT	< 59*
MONITOR-VISUAL	TIME-TO-GO READOUT	
	TIME-TO-GO READOUT	= 0*

12.1.3.006.00\*

VERIFY SELECTED STORE ON PILOTS STORES PANEL READS 'OMSL'

	TIME-TO-GO READOUT	< 59
CHECK	TYPE STORE INDICATOR	
	TYPE STORE INDICATOR	= TBD



12.1.3.007.00\*

IDENTIFY SELECTED STORE LOCATION ON PILOT STORES PANEL

	TIME-TO-GO READOUT	< 59
CHECK	BAY LOCATION INDICATORS	
	BAY LOCATION INDICATORS	= 'FWD'*
	OR BAY LOCATION INDICATORS	= 'INTMD'
	OR BAY LOCATION INDICATORS	= 'AFT'

12.1.3.008.00\*

VERIFY MISSILE TARGET IS WITHIN RANGE OF AIR VEHICLE POSN

P/O

	TIME-TO-GO READOUT	< 59
CHECK	INRANGE INDICATOR	
	ANNUNCIATOR INDICATOR-STORES	
	INRANGE INDICATOR	= 'INRNG'*
	AND ANNUNCIATOR INDICATOR-STORES	= 'IN RNG'

12.1.3.009.00\*

VERIFY LAUNCH CONDITIONS ARE WITHIN SAFE WEAPON REL LIMITS

P/O

	TIME-TO-GO READOUT	< 59
CHECK	SAFE INDICATOR	
	ANNUNCIATOR INDICATOR-STORES	
	SAFE INDICATOR	= 'SAFE'*
	AND ANNUNCIATOR INDICATOR-STORES	= 'SAFE'

12.1.3.010.00\*

OBSERVE SELECTED STORES BAY DOORS STATUS INDICATOR\*

P/O

	FWD BAY DOOR STATUS IND	= 'PART'*
	AND FWD BAY DOOR CONTROL	= PART
CHECK	BAY DOOR STATUS INDICATORS	
	BAY DOOR CONTROL	
	FWD BAY DOOR STATUS IND	= 'FULL'*
	AND FWD BAY DOOR CONTROL	= FULL

12.1.3.011.00\*

MONITOR AECS PITCH STEERING

P

	TIME-TO-GO READOUT	= 5
MONITOR-VISUAL	STEERING COMMAND SYMBOL-PIL	
	STEERING COMMAND SYMBOL-PIL	= TBD*



12.1.3.012.00\*

MAINTAIN FLIGHT PATH TO ASSURE RELEASE PARAMETERS MET

MONITOR-VISUAL

TIME-TO-GO READOUT = 5

FLIGHT PATH ANGLE SYMBOL-PIL  
AMI-PILOT  
AVVI-PILOT

FLIGHT PATH ANGLE SYMBOL-PIL = TBD\*  
AND AMI-PILOT = TBD  
AND AVVI-PILOT = TBD

12.1.3.013.00\*

VERIFY MISSILE LAUNCH ON ST DLVY AND PILOT STORES PANEL

P/O

MONITOR-VISUAL

TIME-TO-GO READOUT = 0  
AND STORES AWAY INDICATOR = 'AWAY'  
AND ANNUNCIATOR INDICATOR-STORES = 'REL SIG'

STORES AWAY INDICATOR  
ANNUNCIATOR INDICATOR-STORES

STORES AWAY INDICATOR = 'AWAY'\*  
AND ANNUNCIATOR INDICATOR-STORES = 'REL SIG'  
AND ANNUNCIATOR INDICATOR-STORES = 'AWAY'

12.1.3.014.00\*

VERIFY STORES BAY DOORS CLOSING\*

P/O

CHECK

FWD BAY DOOR STATUS IND = 'PART'  
AND FWD BAY DOOR CONTROL = PART

BAY DOOR STATUS INDICATORS  
BAY DOOR CONTROL

FWD BAY DOOR STATUS IND = OFF  
AND FWD BAY DOOR CONTROL = OFF

12.1.3.015.00\*

VERIFY WEAPON RELEASE SEQUENCE COMPLETE

P/O

CHECK

FWD BAY DOOR STATUS IND = OFF  
AND FWD BAY DOOR CONTROL = OFF

SAFE-INRANGE-STORES AWAY IND  
ANNUNCIATOR INDICATOR-STORES

SAFE-INRANGE-STORES AWAY IND = OFF  
AND ANNUNCIATOR INDICATOR-STORES = OFF

12.1.4.001.00\*

OBSERVE CURRENT SMWDP SEQ NO IS A GRAVITY WEAPON RELEASE\*

NUMBER IDENTIFIER-STEERING	= 'TG'
AND TYPE STORE INDICATOR	= 'BOMB'

OBSERVE

SEQUENCE NUMBER  
SEQUENCE POINT READOUT  
SEQUENCE NUMBER IDENTIFIER

NUMBER IDENTIFIER-STEERING	= 'TG'
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12.1.4.002.00\*

DEPRESS 'PRGM' ON SMS TO DISPLAY FULL SMWDP. THEN DPR 'RDIS'

DEPRESS

PRGM DATA CONTROL SWITCH  
R DIS SELECTOR PUSHBUTTON

DISPLAY TUBE SURFACE	= TBD*
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12.1.4.003.00\*

DEPRESS 'STAT' ON SMS TO DISPLAY FULL STATUS. THEN DPR 'L DIS'

DEPRESS

STAT DATA CONTROL SWITCH  
L DIS SELECTOR PUSHBUTTON

DISPLAY TUBE SURFACE	= TBD*
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12.1.4.004.00\*

DEPRESS BOMB DLVY SELECT LIGHTED SWITCH TO 'AUTO'

DEPRESS

BOMB DELIVERY CONTROL	= 'MAN'
-----------------------	---------

BOMB DELIVERY CONTROL

BOMB DELIVERY CONTROL	= 'AUTO'
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12.1.4.005.00\*

OBSERVE ITG ON PLT STORES PANEL AND MFD\*

12.1.4.005.01\*

OBSERVE ITG INDICATOR ON PILOT STORES PANEL

MONITOR-VISUAL

TIME-TO-GO READOUT	> 0*
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SEQUENCE POINT READOUT  
TIME-TO-GO READOUT  
TIME TO GO-RANGE DISPLAY-PII

SEQUENCE POINT READOUT	= T
AND TIME-TO-GO READOUT	= TBD
AND TIME TO GO-RANGE DISPLAY-PII	= TBD

12.1.4.005.02\*

OBSERVE TTG ON MED

	MULTIFUNCTION DISPLAY	> 0*
MONITOR-VISUAL	MULTIFUNCTION DISPLAY	
	MULTIFUNCTION DISPLAY	= TBD

12.1.4.006.00\*

CHECK SELECTED STORE TYPE ON PILOT STORES PANEL

	TIME-TO-GO READOUT	> 0
CHECK	TYPE STORE INDICATOR	
	TYPE STORE INDICATOR	= 'BOMB'

12.1.4.007.00\*

IDENTIFY SELECTED GRAVITY STORE BAY LOCATION ON PLT STRS PAN

	TIME-TO-GO READOUT	> 0
IDENTIFY	BAY INDICATOR-FORWARD LIGHT	
	BAY INDICATOR-INTMD LIGHT	
	BAY INDICATOR-AFT LIGHT	
	BAY INDICATOR-FORWARD LIGHT	= 'FWD'
	OR BAY INDICATOR-INTMD LIGHT	= 'INTMD'
	OR BAY INDICATOR-AFT LIGHT	= 'AFT'

12.1.4.008.00\*

DEPRESS 'STA' NUMERIC PB TO SELECT SPECIFIC WEAPON STATION

	LOCATION SELECT	= FWD
	OR LOCATION SELECT	= INTMD
	OR LOCATION SELECT	= AFT
DEPRESS	STATION NUMERIC KEYBOARD	
	STATION NUMERIC KEYBOARD	= '1'
	OR STATION NUMERIC KEYBOARD	= '2'
	OR STATION NUMERIC KEYBOARD	= '3'

12.1.4.009.00\*

OBSERVE THAT BOMB STEERING IS INITIATED

	TIME-TO-GO READOUT	> 0
OBSERVE	STEERING MODE LEGEND-PILOT	
	STEERING MODE LEGEND-PILOT	= 'BOMB'

12.1.4.010.00\*

DEPRESS 'OAP 1' ON NAV PANEL, THEN IDENTIFY OAP ON FLR

DEPRESS

OFFSET AIM POINT-1 CONTROL

OFFSET AIM POINT-1 CONTROL = ON\*  
AND CRT DISPLAY SURFACE = TBD

12.1.4.011.00\*

DEPRESS 'OAP 2' ON NAV PANEL, THEN IDENTIFY OAP ON FLR

DEPRESS

OFFSET AIM POINT-2 CONTROL

OFFSET AIM POINT-2 CONTROL = ON\*  
AND CRT DISPLAY SURFACE = TBD

12.1.4.012.00\*

ADVISE PILOT OF REQUIRED STEERING CORRECTIONS\*

COMMUNICATE

X-HAIR CURSORS = POSITIONED\*  
AND CRT DISPLAY SURFACE = TBD

OSO INTERPHONE SWITCH

PILOT ICS = ACKNOWLEDGED

12.1.4.013.00\*

POSITION X-HAIRS TO COINCIDE WITH OAP USING TRACKING HANDLE\*

POSITION

X-HAIR CURSORS = POSITIONED\*  
AND CRT DISPLAY SURFACE = TBD

ENABLE SWITCH

X-HAIR CURSORS = POSITIONED\*  
AND CRT DISPLAY SURFACE = TBD

12.1.4.014.00\*

DEPRESS 'OAP 2' LIGHTED PUSHBUTTON ON NAV PANEL

DEPRESS

X-HAIR CURSORS = POSITIONED\*  
AND CRT DISPLAY SURFACE = TBD

OFFSET AIM POINT-2 CONTROL

X-HAIR CURSORS = POSITIONED\*  
AND CRT DISPLAY SURFACE = TBD

12.1.4.015.00\*

SET FLR RANGE SELECT ROTARY SWITCH TO DESIRED RANGE\*

	CRT DISPLAY SURFACE	= TBD*
SET	RANGE SWITCH-FLR	
	RANGE SWITCH-FLR	= TBD*

12.1.4.016.00\*

SET FLR SELECT ROTARY SWITCH TO 'GND VEL'

	CRT DISPLAY SURFACE	= EXPANDED
SET	MODE SWITCH-RADAR SET	
	MODE SWITCH-RADAR SET	= GND VEL*
	AND CRT DISPLAY SURFACE	= EXPANDED

12.1.4.017.00\*

SET NARROW SECTOR SCAN ON FLR WITH TRACKING HDLE PUSHBUTTON

	CRT DISPLAY SURFACE	= NARROW SECT SCAN*
DEPRESS	SECTOR SWITCH	
	CRT DISPLAY SURFACE	= NARROW SECT SCAN

12.1.4.018.00\*

MONITOR TIG INDICATOR ON PILOT STORES PANEL

	TIME-TO-GO READOUT	> 0*
	AND STEERING TIME READOUT	> 0
MONITOR-VISUAL	TIME-TO-GO READOUT	
	STEERING TIME READOUT	
	TIME-TO-GO READOUT	= TBD*
	AND STEERING TIME READOUT	= TBD

12.1.4.019.00\*

ADVISE PILOT TO INITIATE-INSURE PLANNED BOMBING ALTITUDE

	CRT TUBE DISPLAY-PILOT	= TBD*
COMMUNICATE	OSO INTERPHONE SWITCH	
	PILOT ICS	= ACKNOWLEDGED

12.1.4.020.00\*

DEPRESS AFCS INTERR-DISC TRIG SW ON STICK TO FIRST DETENT

DEPRESS

CRT TUBE DISPLAY-PILOT = TBD\*

PILOT AFCS INTRPT-DISENG CNTRL

PILOT AFCS INTRPT-DISENG CNTRL= FIRST DETENT\*

12.1.4.021.00\*

TRACK WITH CONTROL STICK TO ATTAIN DESIRED BOMBING ALTITUDE

TRACK

CRT TUBE DISPLAY-PILOT = TBD

PILOTS FLIGHT CONTROL STICK

AVVI-PILOT = TBD

AND PILOT AFCS INTRPT-DISENG CNTRL= RELEASED

12.1.4.022.00\*

SET CL SW TO SELECT APPROPRIATE CLEARANCE PLANE FOR W.D.

SET

AVVI-PILOT = TBD

CLEARANCE SELECT SWITCH

CLEARANCE SELECT SWITCH = TBD\*

12.1.4.023.00\*

CHECK A-V FLT CONDITS ARE WITHIN SAFE WEAPON REL LIMITS

CHECK

TIME-TO-GO READOUT &gt; 0\*

STEERING COMMAND SYMBOL-PIL

STEERING COMMAND SYMBOL-PIL = ON-STEADY

12.1.4.024.00\*

OBSERVE SELECTED STORES BAY DOORS STATUS INDICATORS\*

OBSERVE

BAY DOOR STATUS INDICATORS = FLASHING\*  
AND FWD BAY DOOR CONTROL = FLASHINGBAY DOOR STATUS INDICATORS  
FWD BAY DOOR CONTROLBAY DOOR STATUS INDICATORS = 'FULL'\*  
AND FWD BAY DOOR CONTROL = ON-G

12.1.4.025.00\*

CHECK GRAVITY STORE RELEASE. USING VSD. PLT SI. SI DEL PANS

CHECK

P/O

12.1.4.025.01\*

180  
P

CHECK GRAVITY STORE RELEASE USING VSD AND PILOT STORES PANEL

CHECK

TIME-TO-GO READOUT	= 0*
AND STORES AWAY INDICATOR	= 'AWAY'
AND STEERING MODE LEGEND-PILOT	= 'BOMB'-FLASHING
TIME-TO-GO READOUT	
STORES AWAY INDICATOR	
STEERING MODE LEGEND-PILOT	
STORES AWAY INDICATOR	= OFF*
AND STEERING MODE LEGEND-PILOT	= 'BOMB'-STEADY
OR STEERING MODE LEGEND-PILOT	= OFF

12.1.4.025.02\*

0

CHECK GRAVITY STORE RELEASE USING STORES DELIVERY PANELS

CHECK

RELEASE SIGNAL ANNUNCIATOR	= 'REL SIG'*
AND AWAY ANNUNCIATOR	= 'AWAY'
RELEASE SIGNAL ANNUNCIATOR	
AWAY ANNUNCIATOR	
RELEASE SIGNAL ANNUNCIATOR	= OFF*
AND AWAY ANNUNCIATOR	= OFF

12.1.4.026.00\*

P/O

VERIFY STORES BAY DOORS CLOSING\*

CHECK

FWD BAY DOOR STATUS IND	= 'PART'
AND FWD BAY DOOR CONTROL	= 'PART'
BAY DOOR STATUS INDICATORS	
BAY DOOR CONTROL	
FWD BAY DOOR STATUS IND	= OFF
AND FWD BAY DOOR CONTROL	= OFF

12.1.4.027.00\*

P

SET CL SW TO LOWEST APPROPRIATE CLEARANCE PLANE SETTING

SET

FWD BAY DOOR STATUS IND	= OFF
AND FWD BAY DOOR CONTROL	= OFF
CLEARANCE SELECT SWITCH	
CLEARANCE SELECT SWITCH	= TBD
AND MOVING POINTER	= TBD
AND STEERING COMMAND SYMBOL-PIL	= TBD



12.1.4.028.00\*

NOTIFY P. OSO DSO SHOCK ARRIVAL IS IMMINENT

CLOCK-COPILOT = TBD\*

COMMUNICATE

PUSH-TO-TALK SWITCH-COPILOT

PILOT ICS = ACKNOWLEDGED  
AND OSO ICS = ACKNOWLEDGED  
AND DSO ICS = ACKNOWLEDGED

13.1.1.001.00\*

DEPRESS 'TER FLW' PB SWITCHLIGHT TO DISENGAGE TF\*

COMBAT MISSION FOLDER = TBD\*

DEPRESS

PILOTS TER FLWG PUSHBUTTON

PILOTS TER FLWG PUSHBUTTON = 'TER FLW'-W

13.1.1.002.00\*

SET 'TER FLW-ALT REF' SW ON FLT DIR PANELS TO OFF

PILOTS TER FLWG PUSHBUTTON = 'TER FLW'-W

SET

ALT REF-TER FLW SW-PILOT  
ALT REF-TER FLW SW-COPILOT

ALT REF-TER FLW SW-PILOT = OFF  
AND ALT REF-TER FLW SW-COPILOT = OFF

13.1.1.003.00\*

SET L AND R TFR MODE SWITCHES TO 'STBY'

ALT REF-TER FLW SW-PILOT = OFF  
AND ALT REF-TER FLW SW-COPILOT = OFF

SET

TFR MODE SWITCH-LEFT  
TFR MODE SWITCH-RIGHT

TFR MODE SWITCH-LEFT = STBY  
AND TFR MODE SWITCH-RIGHT = STBY

13.1.1.004.00\*

DEPRESS 'AUTO THROT' PB TO DISENGAGE AUTO THROTTLE CONTROL

TFR MODE SWITCH-LEFT = STBY  
AND TFR MODE SWITCH-RIGHT = STBY

DEPRESS

PILOTS AUTO THROT PUSHBUTTON

PILOTS AUTO THROT PUSHBUTTON = 'AUTO THROT'-W



13.1.1.005.00\*

ADJUST THROTTLES, IF REQUIRED, FOR OPTIMUM WITHDRAWAL SPEED

	AMI-PILOT	≈TBD*
POSITION	PRIMARY THROTTLE LEVERS-PI	
	POWER LEVEL INDICATOR	= TBD
	AND AMI-PILOT	= TBD

13.1.1.006.00\*

ADJUST WING SWEEP LEVER TO TBD ANGLE

	WING SWEEP POSITION INDICATOR	≈TBD*
POSITION	PILOTS WING SWEEP HANDLE	
	WING SWEEP POSITION INDICATOR	= TBD
	AND AMI-PILOT	= TBD

13.1.1.007.00\*

MANIPULATE CONTROL STICK TO INITIATE WITHDRAWAL CLIMBOUT

	PITCH SCALE-PILOT	≈TBD*
TRACK	PILOTS FLIGHT CONTROL STICK	
	PITCH SCALE-PILOT	= TBD*

13.1.2.001.00\*

P/C/O/D

PERFORM CREW STATION CHECKS

	CHECKLIST	= SEQUENCE*
CHECK		
	CHECKLIST	= COMPLETED*
	AND FLIGHT LOG	= RECORDED

13.1.2.002.00\*

TRACK WITH STICK & RUDDERS TO ATTAIN DESIRED CLEARANCE PLANE

	AVVI-PILOT	≈TBD*
TRACK	PILOTS FLIGHT CONTROL STICK	
	PILOTS RUDDER PEDALS	
	AVVI-PILOT	= TBD*

13.1.2.003.00\*

MONITOR MACH-AIRSPPEED INDICATOR (AMI)

	AMI-PILOT	= TBD*
MONITOR-VISUAL	AMI-PILOT	
	AMI-PILOT	= TBD*
	AND AOA INDICATOR-PILOT	= TBD

13.1.2.004.00\*

MONITOR HSI FOR CORRECT HEADING

	HSI-PILOT	= TBD*
MONITOR-VISUAL	HSI-PILOT	
	HSI-PILOT	= TBD*

13.1.2.005.00\*

SELECT DESIRED AFCS MODES, IF REQUIRED

DEPRESS	PLTS ALTITUDE HOLD PUSHBUTTON	
	PILOT AIRSPEED HOLD PUSHBUTTON	
	PLTS MACH (MACH HOLD) PSHBTN	
	PLTS ALTITUDE HOLD PUSHBUTTON = 'ALT'-G*	
	OR PILOT AIRSPEED HOLD PUSHBUTTON = 'A-S'-G	
	OR PLTS MACH (MACH HOLD) PSHBTN = 'MACH'-G	

13.1.2.006.00\*

MONITOR, ADJUST SYSTEM AVIONICS STATUS, PERFORMANCE\*

MONITOR-VISUAL	PRESENT POSITION LATITUDE*	
	PRESENT POSITION LONGITUDE	
	CITS CONTROL, DISPLAY PANEL	
	PRESENT POSITION LATITUDE	= TBD*
	AND PRESENT POSITION LONGITUDE	= TBD
	AND CITS CONTROL, DISPLAY PANEL	= TBD

13.2.1.001.00\*

SELECT SEQUENCE NUMBER CORRESPONDING TO TCM

	FORWARD-REVERSE SELECTOR	= TBD*
SELECT	FORWARD-REVERSE SELECTOR	
	SEQUENCE NUMBER	
	SEQUENCE NUMBER	= TBD*

13.2.1.002.00\*

184  
0

SELECT 'FLY TO'

	SEQUENCE NUMBER	= TBD
SELECT	FLY TO SELECTED POINT	
	FLY TO SELECTED POINT	= TBD*
	AND SEQUENCE NUMBER	= TBD

13.2.1.003.00\*

0

VERIFY CURRENT STEERING POINT IS THE ICM

	NUMBER IDENTIFIER-STEERING	= TBD
	AND SEQUENCE NUMBER IDENTIFIER	= TBD
VERIFY	NUMBER IDENTIFIER-STEERING	
	SEQUENCE NUMBER IDENTIFIER	
	NUMBER IDENTIFIER-STEERING	= TBD*
	AND SEQUENCE NUMBER IDENTIFIER	= TBD

13.2.1.004.00\*

0

ADVISE CP OF ESTIMATED DAMAGE EFFECTIVENESS\*

COMMUNICATE	OSO ICS	
	CO-PILOT ICS	= ACKNOWLEDGED

13.2.1.005.00\*

C

SET HF MODE SWITCH TO 'SSB' (SINGLE SIDEBAND)

SET	RADIO MODE SELECT SWITCH	
	RADIO MODE SELECT SWITCH	= SSB

13.2.1.006.00\*

C

SET FREQUENCY INDICATOR-SELECTOR KNOBS TO DESIRED HF FREQ.

	RADIO MODE SELECT SWITCH	= SSB
SET	FREQUENCY INDICATOR-SELECTOR	
	FREQUENCY INDICATOR-SELECTOR	= TBD*

13.2.1.007.00\*

C

PULL HF RADIO SWITCH KNOB ON ICS PANEL

	FREQUENCY INDICATOR-SELECTOR	= TBD
PULL	HF CONTROL SWITCH-COPILOT	
	HF TRANS MODE LIGHT-COPILOT	= ON

13.2.1.008.00\*

C

ADJUST HF GAIN, VOLUME AND SQUELCH CONTROLS, AS REQUIRED

ADJUST

HF TRANS MODE LIGHT-COPILOT = ON

SQUELCH CONTROL  
VOLUME CONTROL-RADIO  
RF GAIN CONTROLSQUELCH CONTROL = TBD  
AND VOLUME CONTROL-RADIO = TBD  
AND RF GAIN CONTROL = TBD

13.2.1.009.00\*

C

DEPRESS MIC ON #4 THROTTLE AND TRANSMIT STRIKE SUCCESS CODESQUELCH CONTROL = TBD  
AND VOLUME CONTROL-RADIO = TBD  
AND RF GAIN CONTROL = TBD

COMMUNICATE

COPILOTS HF

COPILOTS HF = MESS TRANSMITTED

14.1.1.001.00\*

P/C/O/D

REVIEW PENETRATION AND APPROACH PROCEDURES

REVIEW

CHECKLIST = SEQUENCE

PENETRATION &amp; APPR PROCEDURES

PENETRATION &amp; APPR PROCEDURES = REVIEWED

14.1.1.002.00\*

P

SET RDR ALTM VARIABLE ALT INDEX MARKER AT MDA

SET

CHECKLIST = SEQUENCE

POWER-SET-TEST CONTROL KNOB

VARIABLE ALTITUDE INDEX MARKER = TBD\*

14.1.1.003.00\*

C

SET PROPER TACTICAL FREQUENCY ON UHF #2

SET

MANUAL-FREQUENCY SELECTOR-COP = TBD\*

MANUAL-FREQUENCY SELECTOR-COP

MANUAL-FREQUENCY SELECTOR-COP = TBD

14.1.1.004.00\*

PULL UHF #2 KNOB ON COPILOT ICS PANEL

PULL

UHF 2 TRANSFER MODE LIGHT-COP = OFF\*  
UHF 2 CONTROL SWITCH-COPILOT  
UHF 2 TRANSFER MODE LIGHT-COP = ON

14.1.1.005.00\*

SET POST STRIKE BASE TOWER FREQ ON UHF #1

SET

MANUAL-FREQUENCY SELECTOR-PIL = TBD\*  
MANUAL-FREQUENCY SELECTOR-PIL  
MANUAL-FREQUENCY SELECTOR-PIL = TBD

14.1.1.006.00\*

PULL UHF #1 KNOB ON PILOT ICS PANEL

PULL

UHF 2 TRANSFER MODE LIGHT-PIL = OFF\*  
UHF 2 CONTROL SWITCH-PILOT  
UHF 2 TRANSFER MODE LIGHT-PIL = ON

14.1.1.007.00\*

NOTE THAT NEXT SEQ NO IS FOR DESTINATION OVERFLY (DOF)\*

OBSERVE

CHECKLIST = SEQUENCE  
NUMBER IDENTIFIER-STEERING  
STEERING SEQUENCE NUMBER  
NUMBER IDENTIFIER-STEERING = 'DOF'  
AND STEERING SEQUENCE NUMBER = TBD

14.1.1.008.00\*

DEPRESS NAV FUNCTION SWITCH ON IKB (INTEGRATED KEYBOARD)

DEPRESS

FUNCTION SWITCH = OFF  
FUNCTION SWITCH  
FUNCTION SWITCH = ON\*  
AND DISPLAY TUBE SURFACE = TBD

14.1.1.010.00\*

SELECT AILA OPTION ON IKB

OPTION SELECT SWITCHES	= OFF*
AND DISPLAY TUBE SURFACE	= TBD

SELECT

OPTION SELECT SWITCHES

OPTION SELECT SWITCHES	= ON*
AND DISPLAY TUBE SURFACE	= TBD
AND OPTION SELECT SWITCHES	= OFF

14.1.1.011.00\*

CONFIRM GLIDE SLOPE ANGLE IS CORRECT ON IKB CRT READOUT

DISPLAY TUBE SURFACE	= TBD*
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CHECK

DISPLAY TUBE SURFACE

DISPLAY TUBE SURFACE	= TBD*
----------------------	--------

14.1.1.012.00\*

DEPRESS NAV ECTN PUSHBUTTON SWITCH ON IKB

FUNCTION SWITCH	= OFF*
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DEPRESS

FUNCTION SWITCH

FUNCTION SWITCH	= ON
AND DISPLAY TUBE SURFACE	= TBD

14.1.1.013.00\*

SELECT ALT CAL OPTION ON IKB

FUNCTION SWITCH	= ON*
AND DISPLAY TUBE SURFACE	= TBD

SELECT

OPTION SELECT SWITCHES

DISPLAY TUBE SURFACE	= TBD*
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14.1.1.014.00\*

EXECUTE LOW ALTITUDE CALIBRATION PROCEDURES\*

DISPLAY TUBE SURFACE	= TBD
----------------------	-------

PERFORM

LOW ALTITUDE CALIBRATION

LOW ALTITUDE CALIBRATION	= COMPLETED
--------------------------	-------------

14.1.1.015.00\*

DEPRESS DEST PB ON NAV PANEL FOR AUTO X-HAIR LAY ON DEST\*

	X-HAIR CURSORS	= OFF*
DEPRESS	DESTINATION X-HAIR CONTROL	
	DESTINATION X-HAIR CONTROL	= ON*
	AND X-HAIR CURSORS	= POSITIONED
	AND CRT DISPLAY SURFACE	= TBD

14.1.1.016.00\*

MAINTAIN X-HAIR ALIGNMENT ON DESIRED FLR AIM PT. AS REQUIRED

	X-HAIR CURSORS	= POSITIONED*
POSITION	ENABLE SWITCH	
	X-HAIR CURSORS	= POSITIONED*
	AND CRT DISPLAY SURFACE	= TBD

14.1.1.017.00\*

SET TRACKING HANDLE TOGGLE SW TO SELECT NARROW SECTOR SCAN\*

	CRT DISPLAY SURFACE	= WIDE SECT SCAN
DEPRESS	SECTOR SWITCH	
	CRT DISPLAY SURFACE	= NARROW SECT SCAN

14.1.1.018.00\*

REDUCE RADAR RANGE AS REQUIRED ON RANGE SELECT CONTROL

	CRT DISPLAY SURFACE	= TBD*
SET	RANGE SWITCH-FLR	
	RANGE SWITCH-FLR	= TBD*
	AND CRT DISPLAY SURFACE	= TBD

14.1.2.001.00\*

DEPRESS TRIGGER ON CONTROL STICK TO 2ND DETENT

	CHECKLIST	= SEQUENCE
DEPRESS	PILOT AFCS INTRPT-DISENG CNTRL	
	PILOT AFCS INTRPT-DISENG CNTRL	= SECOND DETENT*



14.1.2.002.00\*

SET AILA MODE ON BOTH FLT DIR CONTROL PANELS

	APRCH ARM INDICATOR-PILOT	= 'APRCH ARM'*
	AND APRCH ARM INDICATOR-COPILOT	= 'APRCH ARM'
SET	MODE SWITCH-FLT DIR	
	MODE SWITCH-FLT DIR	= AILA
	AND APRCH ARM INDICATOR-PILOT	= 'APRCH ARM'
	AND APRCH ARM INDICATOR-COPILOT	= 'APRCH ARM'

14.1.2.003.00\*

SET INBOUND AILA COURSE ON BOTH HSI'S USING COURSE SET KNOB

P/C

	COURSE POINTER-PILOT	= TBD*
	AND COURSE POINTER-COPILOT	= TBD
SET	COURSE SET KNOB-PILOT	
	COURSE SET KNOB-COPILOT	
	COURSE POINTER-PILOT	= TBD*
	AND COURSE POINTER-COPILOT	= TBD

14.1.2.004.00\*

SET COMD HDG MARKERS TO DESIRED HEADING

P/C

	HEADING MARKER-PILOT	= TBD*
	AND HEADING MARKER-COPILOT	= TBD
SET	HEADING MARKER-PILOT	
	HEADING MARKER-COPILOT	
	HEADING MARKER-PILOT	= TBD*
	AND HEADING MARKER-COPILOT	= TBD

14.1.2.005.00\*

COMPUTE AND CHECK LANDING DATA

C/D

	CHECKLIST	= SEQUENCE
CALCULATE	LANDING DATA	
	LANDING DATA	= CALCULATED*
	AND CO-PILOT ICS	= ACKNOWLEDGED

14.1.2.006.00\*

CONFIRM NUCLEAR CONSENT SW IS AT NORM & SW GUARD IS DOWN

P

	CHECKLIST	= SEQUENCE
CHECK	NUCLEAR CONSENT SWITCH	
	NUCLEAR CONSENT SWITCH	= NORM*



14.1.2.007.00\*

SET WING SWEEP CONTROL HANDLE FOR DESCENT

CHECKLIST = SEQUENCE

SET PILOTS WING SWEEP HANDLE  
COPILOTS WING SWEEP HANDLE

WING SWEEP POSITION INDICATOR = TBD\*

14.1.2.008.00\*

CHECK WINDSHIELD POWER SELECT SWITCH IS IN 'BOTH' POSITION

CHECKLIST = SEQUENCE

CHECK WINDSHIELD POWER SELECT SWITCH

WINDSHIELD POWER SELECT SWITCH = BOTH

14.1.2.009.00\*

CHECK THAT ENGINE INLET ANTI-ICE SWITCH IS IN AUTO MODE

CHECKLIST = SEQUENCE

CHECK ENGINE ANTI-ICE SWITCH

ENGINE ANTI-ICE SWITCH = AUTO

14.1.2.010.00\*

CHECK THAT PITOT HEAT CONTROL SWITCH IS ON

CHECKLIST = SEQUENCE

CHECK PITOT HEAT CONTROL SWITCH

PITOT HEAT CONTROL SWITCH = PITOT HEAT

14.1.2.011.00\*

CHECK ANTI-SKID SWITCH IS ON

CHECKLIST = SEQUENCE

CHECK ANTISKID TEST SWITCH

ANTISKID TEST SWITCH = ON

14.1.2.012.00\*

SET NOSE WHEEL STEERING MODE CONTROL SWITCH TO 'TO-LDG' MODE

CHECKLIST = SEQUENCE

SET STEERING MODE CONTROL SWITCH

STEERING MODE CONTROL SWITCH = TO-LDG

14.1.2.013.00\*

SET EVS IR ROTARY SELECTION KNOBS TO 'VV'

	CHECKLIST	= SEQUENCE
SET	IR POD CONTROL	
	IR POD CONTROL	= VV*

14.1.2.014.00\*

P/C

SET BOTH VSD MODE SELECT SHS TO IR

	CHECKLIST	= SEQUENCE
SET	MODE SELECT SWITCH-PILOT	
	MODE SELECT SWITCH-COPILOT	
	MODE SELECT SWITCH-PILOT	= IR*
	AND MODE SELECT SWITCH-COPILOT	= IR

14.1.2.015.00\*

D

DEPRESS EVS FOV AS DESIRED

	CHECKLIST	= SEQUENCE
DEPRESS	NARROW FIELD-OF-VIEW INDICATOR	
	NARROW FIELD-OF-VIEW INDICATOR= 'ON'*	

14.1.2.017.00\*

C

SET AICS HYD (4) TOGGLE SWITCHES ON AICS PANEL TO 'TO-LDG'

	CHECKLIST	= SEQUENCE
SET	AICS CONTROL SWITCH	
	AICS CONTROL SWITCH	= TO-LDG

14.1.2.018.00\*

P/C/O/D

PERFORM CREW STATION CHECKS\*

	CHECKLIST	= SEQUENCE*
CHECK		
	CHECKLIST	= COMPLETED*
	AND FLIGHT LOG	= RECORDED

14.1.2.019.00\*

192  
P/C/O/D

CHECK THAT RESTRAINT HARNESSSES ARE CONNECTED

	CHECKLIST	= SEQUENCE
CHECK	RESTRAINT ASSY	
	RESTRAINT ASSY	= CHECKED*

14.1.2.020.00\*

C

ESTABLISH UHF COMM WITH POST STRIKE RECOVERY SITE (UHF #1)\*

	A-V	= TBD*
COMMUNICATE	COPILOT UHF COMM PANEL	
	COPILOT UHF COMM PANEL	= COMM ESTABLISHED*

14.1.2.021.00\*

P/C/O

SET BARO-ALTIMETERS FOR LANDING AT RECOVERY SITE

	COPILOT UHF COMM PANEL	= ALTIM SETTING*
SET	BARO-SET KNOB BAROMETRIC SETTING KNOB BAROMETER CONTROL	
	BARO PRESSURE COUNTER AND BAROMETRIC SCALE COUNTER AND IN. HG READOUT	= TBD* = TBD = TBD

14.2.1.001.00\*

P

POSITION THROTTLES TO TBD POWER SETTING FOR DESCENT

	POWER LEVEL INDICATOR	= TBD*
POSITION	PRIMARY THROTTLE LEVERS-PI	
	POWER LEVEL INDICATOR	= TBD

14.2.1.002.00\*

P

MANIPULATE FLT CONTROLS AND TRIM TO OBTAIN DESCENT ATTITUDE

	PITCH SCALE-PILOT	= TBD*
TRACK	PILOTS FLIGHT CONTROL STICK PILOTS RUDDER PEDALS PLT TRIM SW (ON CONTR STICK)	
	PITCH SCALE-PILOT AND PILOTS FLIGHT CONTROL STICK	= TBD* = NEUTRAL PRESSURE

14.2.1.003.00\*

MONITOR ATTITUDE, AIRSPEED, AND HEADING AS REQUIRED

MONITOR-VISUAL

ALTITUDE-VERTICAL VELOCITY IND &gt; TBD\*

VERTICAL SITUATION DISPLAY  
AIRSPEED-MACH NUMBER INDICATOR  
ALTITUDE-VERTICAL VELOCITY INDVERTICAL SITUATION DISPLAY = TBD\*  
AND HEADING MARKER = TBD  
AND ALTITUDE-VERTICAL VELOCITY IND = TBD

14.2.1.004.00\*

P/C/O/D

ACCOMPLISH ALTITUDE CALLS AT 5000 FOOT ALTITUDE INTERVALS\*

COMMUNICATE

CHECKLIST = SEQUENCE

ICS

PILOT ICS = ACKNOWLEDGED

14.2.1.005.00\*

0

MONITOR AIR VEHICLE POSITION ON BDHI AND FLR

MONITOR-VISUAL

ALTITUDE READOUT = TBD\*

CRT DISPLAY SURFACE  
BEARING-DISTANCE-HEADING INDCRT DISPLAY SURFACE = TBD\*  
AND BEARING-DISTANCE-HEADING IND = TBD

14.2.1.006.00\*

P

MANIPULATE CONTROL STICK TO INITIATE LEVEL OFF ALTITUDE

TRACK

AVVI-PILOT &gt; TBD\*

PILOTS FLIGHT CONTROL STICK

VSD-PILOT = TBD\*  
AND AMI-PILOT = TBD  
AND HEADING MARKER-PILOT = TBD

14.2.2.001.00\*

P

MANIPULATE FLT CONTROLS & TRIM TO LEVEL OFF AT INIT APP ALT

TRACK

AVVI-PILOT = TBD\*

PILOTS FLIGHT CONTROL STICK  
PLT TRIM SW (ON CONTR STICK)PITCH SCALE-PILOT = TBD\*  
AND PILOTS FLIGHT CONTROL STICK = NEUTRAL PRESSUR  
AND AMI-PILOT = TBD

14.2.2.002.00\*

P

ADJUST THROTTLES TO ACQUIRE DESIRED AIRSPEED

	AVVI-PILOT	= TBD*
POSITION	PRIMARY THROTTLE LEVERS-PI	
	AMI-PILOT	= TBD*

14.2.2.003.00\*

P/C

SET FLIGHT DIRECTOR TOGGLE SWITCHES (2) TO 'ALT REF'

	AVVI-PILOT	= TBD*
	AND PITCH SCALE-PILOT	= TBD
SET	ALT REF-TER FLW SW-PILOT	
	ALT REF-TER FLW SW-COPILOT	
	ALT REF-TER FLW SW-PILOT	= ALT REF
	AND ALT REF-TER FLW SW-COPILOT	= ALT REF

14.2.2.004.00\*

O

PERFORM LOW ALTITUDE CALIBRATION

	ALTITUDE READOUT	= TBD*
PERFORM	LOW ALTITUDE CALIBRATION	
	LOW ALTITUDE CALIBRATION	= COMPLETED

14.2.2.005.00\*

O

VERIFY MAGNETIC VARIATION VIA IKB

	OPTION SELECT SWITCHES	= OFF*
	AND DISPLAY TUBE SURFACE	= TBD
SELECT	OPTION SELECT SWITCHES	
	OPTION SELECT SWITCHES	= ON*
	AND DISPLAY TUBE SURFACE	= TBD

15.1.1.001.00\*

P

REQUEST CP READ LANDING CHECKLIST\*

	AVVI-PILOT	= TBD*
COMMUNICATE	PILOT ICS	
	CO-PILOT ICS	= ACKNOWLEDGED

15.1.1.002.00\*

SET WING SWEEP CONTROL TO 'TBD' FOR LANDING\*

CHECKLIST = SEQUENCE

POSITION

PILOTS WING SWEEP HANDLE

WING SWEEP POSITION INDICATOR = TBD

15.1.1.003.00\*

POSITION LANDING GEAR HANDLE TO 'DOWN'\*CHECKLIST = SEQUENCE  
AND AVVI-PILOT = TBD

POSITION

PRIMARY LANDING GEAR CONTROL

PRIMARY LANDING GEAR CONTROL = DN

15.1.1.004.00\*

MONITOR LANDING GEAR LIGHTS FOR POSITIVE DOWN AND LOCKED

GEAR WARNING LIGHT = OFF

MONITOR-VISUAL

NOSE GEAR ADVISORY LIGHT  
LEFT GEAR ADVISORY LIGHT  
RIGHT GEAR ADVISORY LIGHTNOSE GEAR ADVISORY LIGHT = 'NOSE'  
AND LEFT GEAR ADVISORY LIGHT = 'L'  
AND RIGHT GEAR ADVISORY LIGHT = 'R'

15.1.1.005.00\*

EXTEND SLATS BY POSITIONING HANDLE TO 1ST DETENT\*

CHECKLIST = SEQUENCE

EXTEND

FLAP-SLAT CONTROL HANDLE

FLAP-SLAT CONTROL HANDLE = SLAT EXD\*  
AND SLATS POSITION INDICATOR = 'EXD'

15.1.1.006.00\*

EXTEND FLAPS BY RELEASING LOCK LEVER UNDER HANDLE TOP\*

CHECKLIST = SEQUENCE

EXTEND

FLAP-SLAT CONTROL HANDLE

FLAP-SLAT CONTROL HANDLE = TBD\*  
AND FLAP POSITION INDICATOR = TBD

15.1.1.007.00\*

VERIFY FLAPS AND SLATS POSITION INDICATORS

	FLAP-SLAT CONTROL HANDLE	= TBD*
CHECK	FLAP POSITION INDICATOR	
	SLATS POSITION INDICATOR	
	FLAP POSITION INDICATOR	= TBD
	AND SLATS POSITION INDICATOR	= 'EXD'

15.1.1.008.00\*

SET LANDING-TAXI LIGHT CONTROL SWITCH TO 'TO-LDG'\*

	CHECKLIST	= SEQUENCE
SET	LANDING/TAXI LIGHT CONTROL SW	
	LANDING/TAXI LIGHT CONTROL SW	= TO-LDG

15.1.1.009.00\*

VERIFY CORRECT AILA COURSE IS SELECTED

	CHECKLIST	= SEQUENCE
CHECK	DIGITAL READOUT-PILOT	
	DIGITAL READOUT-COPILOT	
	CRT DISPLAY SURFACE	
	PILOT ICS	= AILA CRSE CHKD
	AND CO-PILOT ICS	= AILA CRSE CHKD
	AND OSO ICS	= AILA CRSE CHKD

15.1.1.010.00\*

POSITION THROTTLES TO OBTAIN APPROACH AIRSPEED-AOA

	AIR-VEHICLE	= LANDING CONFIG
POSITION	PRIMARY THROTTLE LEVERS-PI	
	POWER LEVEL INDICATOR	= TBD*
	AND AMI-PILOT	= TBD
	AND AOA INDICATOR-PILOT	= TBD

15.1.1.011.00\*

DEPRESS AFCS 'AUTO THROT' MODE ON AFCS MODE SELECT PANEL

	AOA INDICATOR-PILOT	= TBD*
DEPRESS	PILOTS AUTO THROT PUSHBUTTON	
	PILOTS AUTO THROT PUSHBUTTON	= 'AUTO-THROT'-G



15.1.1.012.00\*

DEPRESS AFCS 'ENGAGE, FLT DIR, & ALT HOLD' MODES ON AFCS

	AIR-VEHICLE	= AUTO APPROACH*
DEPRESS	PILOTS ENGAGE PUSHBUTTON PILOTS FLT DIR PUSHBUTTON PLTS ALTITUDE HOLD PUSHBUTTON	
	PILOTS ENGAGE PUSHBUTTON	= 'ENGAGE' -G
	AND PILOTS FLT DIR PUSHBUTTON	= 'FLT DIR' -G
	AND PLTS ALTITUDE HOLD PUSHBUTTON	= 'ALT' -G

15.1.2.001.00\*

VERIFY PROPER X-HAIRS PLACEMENT ON DESIRED TOUCHDOWN POINT\*

	AIR-VEHICLE	= AUTO APPROACH*
CHECK	X-HAIR CURSORS	
	X-HAIR CURSORS	= POSITIONED
	AND CRT DISPLAY SURFACE	= TBD
	AND PILOT ICS	= ACKNOWLEDGED

15.1.2.002.00\*

VERIFY BOTH COMMAND HDG MKRS FOR PROPER AILA LOC INTERCEPT

	AIR-VEHICLE	= AUTO APPROACH*
CHECK	HEADING MARKER-PILOT HEADING MARKER-COPILOT	
	HEADING MARKER-PILOT	= TBD*
	AND HEADING MARKER-COPILOT	= TBD

15.1.2.003.00\*

MONITOR FLIGHT & ENGINE INSTRUMENTS FOR AILA

P/C/D

15.1.2.003.01\*

MONITOR FLIGHT INSTRUMENTS FOR AILA

P/C

	AIR-VEHICLE	= AUTO APPROACH
MONITOR-VISUAL	HORIZONTAL SITUATION INDICATOR AIRSPEED-MACH NUMBER INDICATOR ALTITUDE-VERTICAL VELOCITY IND	
	HORIZONTAL SITUATION INDICATOR	= TBD
	AND AIRSPEED-MACH NUMBER INDICATOR	= TBD
	AND ALTITUDE-VERTICAL VELOCITY IND	= TBD



15.1.2.003.02\*

P/C 198

MONITOR FLIGHT INSTRUMENTS FOR AILA

	AIR-VEHICLE	= AUTO APPROACH
MONITOR-VISUAL	CRT TUBE DISPLAY-PILOT	
	CRT TUBE DISPLAY-COPILOT	
	CRT TUBE DISPLAY-PILOT	= TBD*
	AND CRT TUBE DISPLAY-COPILOT	= TBD

15.1.2.003.03\*

P/C

MONITOR FLIGHT & ENGINE INSTRUMENTS FOR AILA

	AIR-VEHICLE	= AUTO APPROACH
MONITOR-VISUAL	RADAR ALTIMETER INDICATOR	
	STANDBY ALTIMETER	
	POWER LEVEL INDICATOR	
	RADAR ALTIMETER INDICATOR	= TBD
	AND STANDBY ALTIMETER	= TBD
	AND POWER LEVEL INDICATOR	= TBD

15.1.2.003.04\*

D

MONITOR FLIGHT INSTRUMENTS FOR AILA

	AIR-VEHICLE	= AUTO APPROACH
MONITOR-VISUAL	BEARING-DISTANCE-HEADING IND	
	AIRSPEED-ALTITUDE INDICATOR	
	BEARING-DISTANCE-HEADING IND	= TBD
	AND AIRSPEED-ALTITUDE INDICATOR	= TBD

15.1.2.004.00\*

P

MONITOR A-V ROLL MANEUVER TO ACQUIRE FINAL APPR LOC COURSE

	ROLL POINTER-PILOT	= TBD*
MONITOR-VISUAL	COURSE DEVIATION BAR-PILOT	
	STEERING COMMAND SYMBOL-PIL	
	COURSE DEVIATION BAR-PILOT	= CENTERED*
	AND STEERING COMMAND SYMBOL-PIL	= CENTERED

15.1.2.005.00\*

MONITOR LOC ANNUNCIATOR FOR LOCALIZER CAPTURE SIGNAL

COURSE DEVIATION BAR-PILOT = TBD\*  
 AND STEERING COMMAND SYMBOL-PIL = TBD

MONITOR-VISUAL

LOC LIGHT-PILOT  
 LOC LIGHT-COPILOT

LOC LIGHT-PILOT = 'LOC'\*  
 AND LOC LIGHT-COPILOT = 'LOC'

15.1.2.006.00\*

P/C

MONITOR VSD GLIDE SLOPE RAW DATA SCALE ERROR

ILS SYMBOL-PILOT = TBD\*  
 AND ILS SYMBOL-COPILOT = TBD

MONITOR-VISUAL

ILS SYMBOL-PILOT  
 ILS SYMBOL-COPILOT

ILS SYMBOL-PILOT = CENTERED\*  
 AND ILS SYMBOL-COPILOT = CENTERED

15.1.2.007.00\*

P/C

MONITOR GLIDE SLOPE ANNUNCIATOR FOR GLIDE SLOPE CAPTURE SIGN

ILS SYMBOL-PILOT = CENTERED\*  
 AND ILS SYMBOL-COPILOT = CENTERED

MONITOR-VISUAL

GLIDE SLOPE LIGHT-PILOT  
 GLIDE SLOPE LIGHT-COPILOT

GLIDE SLOPE LIGHT-PILOT = 'GLIDE SLOPE'\*  
 AND GLIDE SLOPE LIGHT-COPILOT = 'GLIDE SLOPE'

15.1.2.008.00\*

P/C

MONITOR AIR VEHICLE INITIATION OF DESCENT

GLIDE SLOPE LIGHT-PILOT = 'GLIDE SLOPE'\*  
 AND GLIDE SLOPE LIGHT-COPILOT = 'GLIDE SLOPE'

MONITOR-VISUAL

AVVI-PILOT  
 AVVI-COPILOT

AVVI-PILOT = TBD\*  
 AND AVVI-COPILOT = TBD

15.1.2.009.00\*

200  
C

REQUEST LANDING CLEARANCE FROM POST-STRIKE RECOVERY SITE

STEERING COMMAND SYMBOL-COP = CENTERED\*  
AND ILS SYMBOL-COPILOT = CENTERED  
AND AVVI-COPILOT = TBD

COMMUNICATE

COPILOTS UHF

COPILOTS UHF

= CLEARED TO LAND\*

15.2.1.001.00\*

C

NOTIFY PILOT THAT RUNWAY IS OR IS NOT VISIBLE\*

MIN DECN HGT LIGHT-PILOT = 'MIN DECN HGT'\*  
AND MIN DECN HGT LIGHT-COPILOT = 'MIN DECN HGT'\*  
AND FLASHBLINDNESS WINDOW-RIGHT = TBD

COMMUNICATE

CO-PILOT ICS

PILOT ICS

= RUNWAY IN SIGHT

15.2.1.002.00\*

P

DEPRESS AFCS PITCH DISCONNECT TRIG SW ON STICK TO 2ND DETENT

A-V

=AUTO APPROACH\*

DEPRESS

PILOT AFCS INTRPT-DISENG CNTRL

PILOTS ENGAGE PUSHBUTTON = 'ENGAGE'-W\*  
AND PILOTS FLT DIR PUSHBUTTON = 'FLT DIR'-W  
AND PILOTS AUTO THROT PUSHBUTTON = 'AUTO-THROT'-W

15.2.2.001.00\*

P

MANIPULATE FLIGHT CONTROLS & THROTTLES TO ESTABLISH FLARE\*

AIR-VEHICLE  
AND AVVI-PILOT

=AUTO APPROACH  
< MDH

15.2.2.001.01\*

P

MANIPULATE FLIGHT CONTROLS TO ESTABLISH FLARE

AIR-VEHICLE  
AND AVVI-PILOT

=AUTO APPROACH\*  
< MDH

TRACK

PILOTS FLIGHT CONTROL STICK  
PILOTS RUDDER PEDALS

PILOTS FLIGHT CONTROL STICK = SET FOR FLARE\*  
AND PILOTS RUDDER PEDALS = SET FOR FLARE

15.2.2.001.02\*

201  
P

POSITION THROTTLES TO ESTABLISH FLARE

	AIR-VEHICLE AND AVVI-PILOT	= AUTO APPROACH* < MDH
POSITION	PRIMARY THROTTLE LEVERS-PI	
	PRIMARY THROTTLE LEVERS-PI	= SET FOR FLARE*

15.2.2.002.00\*

P

RETARD THROTTLES TO 'IDLE' TO ACCOMPLISH TOUCHDOWN

	AIR-VEHICLE	= ON RUNWAY*
POSITION	PRIMARY THROTTLE LEVERS-PI	
	AIR-VEHICLE AND PRIMARY THROTTLE LEVERS-PI	= ON RUNWAY* = IDLE

15.2.3.001.00\*

P

SET SPEED BRAKE CONTROL ON #4 THROTTLE TO 'OUT'

	AIR-VEHICLE	= ON RUNWAY*
SET	PILOTS SPD BRK CONTR #4 THROT	
	PILOTS SPD BRK CONTR #4 THROT	= OUT

15.2.3.002.00\*

P

MANEUVER CONTROL STICK AND RUDDERS TO LOWER NOSEWHEEL TO R-W

	AMI-PILOT	= TBD*
TRACK	PILOTS FLIGHT CONTROL STICK PILOTS RUDDER PEDALS	
	AIR-VEHICLE	= NOSEWHEEL ON R-W*

15.2.3.003.00\*

P

DEPRESS RUDDER PEDALS TO APPLY WHEEL BRAKES

	AMI-PILOT	= TBD*
DEPRESS	PILOTS RUDDER PEDALS	
	PROPRIOCEPTION	= LONGIT DECEL*

15.2.3.004.00\*

P

SET NWS SWITCH TO 'TO-LDG' TO ENGAGE NOSEWHEEL STEERING

AMI-PILOT = TBD\*

SET STEERING MODE CONTROL SWITCH

STEERING MODE CONTROL SWITCH = TO-LDG\*

AND READY-NWS ADVISORY LIGHT = 'READY-NWS'

15.2.3.005.00\*

P

MAINTAIN DIRECTIONAL CONTROL USING CONTROL STICK & RUD PEDS

AIR-VEHICLE →=ALIGNED ON RNWY\*

TRACK PILOTS FLIGHT CONTROL STICK

PILOTS RUDDER PEDALS

AIR-VEHICLE = ALIGNED ON RNWY\*

15.2.3.006.00\*

P

POSITION SPEED BRAKES SWITCH TO 'IN'

CHECKLIST = SEQUENCE

SET PILOTS SPD BRK CONTR #4 THROT

PILOTS SPD BRK CONTR #4 THROT = IN\*

AND SPOILER INDICATORS = NO FLAG

15.3.1.001.00\*

P

SET STEER MODE CONTROL SWITCH TO 'TAXI'

AIR-VEHICLE →=ON TAXI STRIP\*

SET STEERING MODE CONTROL SWITCH

STEERING MODE CONTROL SWITCH = TAXI

15.3.1.002.00\*

P

DEPRESS MIC SW ON THROTTLES TO CONTACT GROUND CNTRL FOR TAXI

A-V = ON TAXIWAY\*

DEPRESS PUSH-TO-TALK SWITCH-PILOT

PILOT UHF COMM PANEL = TAXI INSTRUCTION

15.3.1.003.00\*

POSITION LANDING LIGHT SWITCH TO 'TAXI-OFF' AS NECESSARY

	CHECKLIST	= SEQUENCE*
SET	LANDING/TAXI LIGHT CONTROL SW	
	LANDING/TAXI LIGHT CONTROL SW = TAXI	
	OR LANDING/TAXI LIGHT CONTROL SW = OFF	

15.3.1.004.00\*

POSITION FLAP HANDLE TO 'TO' SETTING

	CHECKLIST	= SEQUENCE
SET	FLAP-SLAT CONTROL HANDLE	
	FLAP-SLAT CONTROL HANDLE	= TBD*

15.3.1.005.00\*

POSITION FLR RADAR FUNCTION SWITCH TO 'STANDBY'

	CHECKLIST	= SEQUENCE
SET	MODE SWITCH-RADAR SET-2	
	MODE SWITCH-RADAR SET-2	= STBY

15.3.1.006.00\*

SET RADAR ALTIMETER ROTARY MODE CONTROL TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	CHANNEL SELECTOR SWITCH	
	CHANNEL SELECTOR SWITCH	= OFF

15.3.1.007.00\*

POSITION DOPPLER RADAR POWER SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	DOPPLER CONTROL	
	DOPPLER CONTROL	= OFF

C

D

P

D

15.3.1.008.00\*

P

MANIPULATE RUDDER PEDALS TO TURN ONTO TAXI STRIP

STEERING MODE CONTROL SWITCH = TAXI  
AND PIL STEER ENG-DISENG SWITCH = ENGAGE

DEPRESS

PILOTS RUDDER PEDALS  
TOE BRAKES

AIR-VEHICLE

= TAXIIED\*

15.3.1.009.00\*

P

MODULATE THROTTLES AS REQUIRED TO TAXI

AIR-VEHICLE

= ON TAXI SPEED\*

ADJUST

PRIMARY THROTTLE LEVERS-PI

AIR-VEHICLE

= ON TAXI SPEED\*

15.3.2.001.00\*

P/C/D/D

INSERT EJECTION HANDLE SAFETY PINS\*

CHECKLIST

= SEQUENCE

INSERT

EJECTION PINS

EJECTION CONTROLS, FORWARD STA = SAFETIED  
AND EJECTION CONTROLS-AFT STATION = SAFETIED  
AND ICS = PINS INSTALLED

15.3.2.002.00\*

P

MANIPULATE RUDDER PEDALS TO TURN INTO PARKING POSITION

FLASHBLINDNESS WINDOW-LEFT

= PARKING AREA\*

DEPRESS

PILOTS RUDDER PEDALS  
TOE BRAKES

15.3.2.003.00\*

P/C

OBSERVE SIGNALS OF PARKING ATTENDANT

FLASHBLINDNESS WINDOWS

= PRKNG DIRECTIONS

OBSERVE

FLASHBLINDNESS WINDOWS

A-V

= PARKING POSITION

15.3.2.004.00\*

DEPRESS RUDDER PEDALS TO BRAKE TO STOP

DEPRESS AIR-VEHICLE = PARKING POSITION  
PILOTS RUDDER PEDALS  
TOE BRAKES  
AIR-VEHICLE = STOPPED

15.3.2.005.00\*

HOLD BRAKES DEPRESSED UNTIL GO SIGNALS WHEEL CHOCKS IN PLACE

DEPRESS AIR-VEHICLE = STOPPED  
TOE BRAKES  
AIR-VEHICLE = CHOCKED\*

15.4.1.001.00\*

POSITION TAXI LIGHT SWITCH TO 'OFF', IF NECESSARY

SET CHECKLIST = SEQUENCE  
LANDING/TAXI LIGHT CONTROL SW  
LANDING/TAXI LIGHT CONTROL SW = OFF

15.4.1.002.00\*

CHECK THAT WHEELS ARE CHOCKED

CHECK CHECKLIST = SEQUENCE  
WINDSHIELD - LEFT  
SIDE WINDOW - LEFT  
WINDSHIELD - LEFT = CHOCKED SIGNAL\*  
OR SIDE WINDOW - LEFT = CHOCKED SIGNAL

15.4.1.003.00\*

POSITION FLIGHT DIRECTOR MODE SWITCHES (2) TO 'OFF'

SET CHECKLIST = SEQUENCE  
FLT DIR MODE SWITCH-PILOT  
FLT DIR MODE SWITCH-COPILOT  
FLT DIR MODE SWITCH-PILOT = OFF  
AND FLT DIR MODE SWITCH-COPILOT = OFF



15.4.1.004.00\*

SET IFF MASTER CONTROL SELECT KNOB TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	MASTER CONTROL SELECT SWITCH	
	MASTER CONTROL SELECT SWITCH	= OFF

15.4.1.005.00\*

POSITION PITOT HEAT SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	PITOT HEAT CONTROL SWITCH	
	PITOT HEAT CONTROL SWITCH	= OFF

15.4.1.006.00\*

POSITION ENGINE-INLET ANTI-ICING SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	ENGINE ANTI-ICE SWITCH	
	ENGINE ANTI-ICE SWITCH	= OFF

15.4.1.007.00\*

POSITION ANTI-COLLISION LIGHT TOGGLE SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	ANTI-COLLISION CONTROL SWITCH	
	ANTI-COLLISION CONTROL SWITCH	= OFF

15.4.1.008.00\*

POSITION FUSELAGE LIGHT SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	POSITION LIGHT SWITCH	
	POSITION LIGHT SWITCH	= OFF

15.4.1.009.00\*

SET UHF #1 FUNCTION SELECT SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	FUNCTION SELECT SW-PILOT	
	FUNCTION SELECT SW-PILOT	= OFF

15.4.1.010.00\*

SET UHF #2 FUNCTION SELECT SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	FUNCTION SELECT SW-COPILOT	
	FUNCTION SELECT SW-COPILOT	= OFF

15.4.1.011.00\*

SET TACAN MODE SELECT SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	MODE SELECTOR SWITCH-TACAN	
	MODE SELECTOR SWITCH-TACAN	= OFF

15.4.1.012.00\*

SET HF RADIO MODE SELECT SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	RADIO MODE SELECT SWITCH	
	RADIO MODE SELECT SWITCH	= OFF

15.4.1.013.00\*

POSITION GSS #1 ROTARY SELECT SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	ROTARY SELECTOR SWITCH	
	ROTARY SELECTOR SWITCH	= OFF

15.4.1.014.00\*

POSITION EVS (IR) CONTROL SELECT SWITCHES TO 'RETRACT'\*

	CHECKLIST	= SEQUENCE
SET	IR POD CONTROL	
	IR POD CONTROL	= RET

15.4.2.001.00\*

POSITION FLR PHOTO TOGGLE SWITCH TO 'OFF'\*

	CHECKLIST	= SEQUENCE
SET	PHOTO CONTROL	
	PHOTO CONTROL	= OFF

P

C

C

P

O

15.4.2.002.00\*

POSITION RADAR FUNCTION ROTARY SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	MODE SWITCH-RADAR SET-2	
	MODE SWITCH-RADAR SET-2	= OFF

15.4.2.003.00\*

POSITION EVS VIDEO SELECT SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	VIDEO SELECT SWITCH	
	VIDEO SELECT SWITCH	= OFF

15.4.2.005.00\*

POSITION FLIR MODE SELECT ROTARY SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	MODE SELECT SWITCH-FLIR	
	MODE SELECT SWITCH-FLIR	= OFF

15.4.2.006.00\*

SET BOMB TIMER KNOB TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	BOMB TIMER POWER SWITCH	
	BOMB TIMER POWER SWITCH	= OFF

15.4.2.007.00\*

CHECK THAT ALL SWITCHES ON SMS PANEL ARE 'OFF, NORM, OR SAFE'

	CHECKLIST	= SEQUENCE
CHECK	STORES MANAGEMENT PANEL	

15.4.2.007.01\*

CHECK THAT ALL NUCLEAR ARMING SWITCHES ARE 'SAFE'

	CHECKLIST	= SEQUENCE
CHECK	NUCLEAR RACK CONTROL SWITCH	
	NUCLEAR PREARM ENABLE SWITCH	
	PA-SAFE SWITCH	
	NUCLEAR RACK CONTROL SWITCH	= SAFE
	AND NUCLEAR PREARM ENABLE SWITCH	= SAFE
	AND PA-SAFE SWITCH	= SAFE

15.4.2.007.02\*

CHECK CONV ARMING SW IN SAFE AND FWD-REV SW IN NORM

CHECKLIST = SEQUENCE

CHECK

SAFE-ARM SWITCH  
FORWARD/REVERSE SWITCHSAFE-ARM SWITCH = SAFE  
AND FORWARD/REVERSE SWITCH = N

15.4.2.007.03\*

CHECK ST PWR SW IS IN OFF AND JETT SW IS IN NORM

CHECKLIST = SEQUENCE

CHECK

STORE POWER SWITCH  
JETTISON SWITCHESSTORE POWER SWITCH = OFF  
AND JETTISON SWITCHES = NORM

15.4.2.008.00\*

CHECK ALL STATION LOGIC UNIT SWITCHES TO 'DISABLE'

CHECKLIST = SEQUENCE

CHECK

STATION LOGIC UNIT SWITCHES

STATION LOGIC UNIT SWITCHES = DSBL

15.4.2.009.00\*

SET INS #1 & INS #2 SWITCHES ON AUX PANEL TO 'DISABLE'

CHECKLIST = SEQUENCE

SET

INS1 DSBL SWITCH  
INS 2 DSBL SWITCHINS1 DSBL SWITCH = DSBL  
AND INS 2 DSBL SWITCH = DSBL

15.4.2.010.00\*

POSITION GEN NAV & WPNS DEL ACU SWITCHES TO 'DISABLE'

CHECKLIST = SEQUENCE

SET

GN-DSBL SWITCH  
WD-DSBL SWITCHGN-DSBL SWITCH = DSBL  
AND WD-DSBL SWITCH = DSBL

15.4.2.011.00\*

210  
0

SET CONSOLE LIGHTS TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	INTGR-AND CONTROL SPOT CONTROL FLOOD CONTROL	
	INTGR-AND CONTROL	= OFF
	AND SPOT CONTROL	= OFF
	AND FLOOD CONTROL	= OFF

15.4.3.001.00\*

P

VERIFY CSD DECOUPLE SHS FOR GENS 1 & 2 ARE IN 'NORMAL' POSN

	CHECKLIST	= SEQUENCE
CHECK	#1 CONSTANT SPD DRIVE MODE SEL #2 CONSTANT SPD DRIVE MODE SEL	
	#1 CONSTANT SPD DRIVE MODE SEL= NORM AND #2 CONSTANT SPD DRIVE MODE SEL= NORM	

15.4.3.002.00\*

P

VERIFY NO 1 AND NO 2 GENERATOR SWITCHES ARE 'ON'

	CHECKLIST	= SEQUENCE
CHECK	#1 GENERATOR MODE SWITCH #2 GENERATOR MODE SWITCH	
	#1 GENERATOR MODE SWITCH AND #2 GENERATOR MODE SWITCH	= ON = ON

15.4.3.003.00\*

P

SET BATT LEVER-LOCK SWITCH ON ELEC PANEL TO 'AUTO-ON' POSN

	CHECKLIST	= SEQUENCE
SET	BATTERY SELECT SWITCH BATTERY SELECT SWITCH	
		= AUTO-ON

15.4.3.004.00\*

P

VERIFY LEFT ADS ROTARY CONTROL ON APU PANEL IS IN 'BOTH'

	CHECKLIST	= SEQUENCE
CHECK	LEFT ADS COUPLE SWITCH LEFT ADS COUPLE SWITCH	
		= BOTH

15.4.3.005.00\*

VERIFY ECS SPLY SWITCH FOR L APU ON APU PANEL IS 'ON'

CHECKLIST = SEQUENCE

CHECK

LEFT ECS SUPPLY SWITCH

LEFT ECS SUPPLY SWITCH = ON

15.4.3.006.00\*

MOMENTARILY PRESS LEFT APU SWITCH TO 'START' POSITION\*

FLASHBLINDNESS WINDOW-LEFT = APU IS CLEAR\*

DEPRESS

LEFT APU MODE SWITCH

LEFT APU MODE SWITCH = START\*  
AND LEFT RUN LIGHT = 'L RUN'

15.4.3.007.00\*

MOVE VOLTAGE-FREQ SW TO GEN NO 1 AND THEN NO 2 AND MONITOR\*

LEFT RUN LIGHT = 'L RUN'

SET

VOLTAGE/FREQ SELECTOR SWITCH  
VOLTAGE/FREQ SELECTOR SWITCHVOLTAGE METER = 230  
AND FREQUENCY METER = 400

15.4.3.008.00\*

MONITOR L APU EXH TEMPERATURE

LEFT RUN LIGHT = 'L RUN'

MONITOR-VISUAL

LEFT APU EXHAUST TEMP GAGE

LEFT APU EXHAUST TEMP GAGE = TBD\*

15.4.4.001.00\*

CHECK AND RECORD ENGINE OIL QUANTITY

CHECKLIST = SEQUENCE

CHECK

OIL QUANTITY INDICATOR

OIL QUANTITY INDICATOR = TBD\*  
AND FLIGHT LOG = RECORDED

15.4.4.002.00\*

CHECK AND RECORD TOTAL FUEL QUANTITY

	CHECKLIST	= SEQUENCE
CHECK	TOTAL FUEL QUANTITY INDICATOR	
	TOTAL FUEL QUANTITY INDICATOR	= TBD*
	AND FLIGHT LOG	= RECORDED

15.4.4.003.00\*

SET MODE PERCENT MAC SWITCH TO TBD VALUE FOR TAKE-OFF

	CHECKLIST	= SEQUENCE
SET	SET MODE % MAC SELECTOR SW	
	SET MODE % MAC SELECTOR SW	= TBD*

15.4.4.004.00\*

POSITION ENGINE START-RUN SWITCHES TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	ENGINE START SWITCH	
	ENGINE START SWITCH	= OFF

15.4.5.001.00\*

ACTUATE CREW MODULE ENTRY DOOR HANDLE TO 'OPEN' & LATCHED

	A-V	= MANNED*
SET	OPEN-CLOSE DOOR HANDLE	
	OPEN-CLOSE DOOR HANDLE	= OPEN*

15.4.5.002.00\*

POSITION ENTRY LADDER CONTROL SWITCH TO 'DN'

	A-V	= MANNED*
	AND OPEN-CLOSE DOOR HANDLE	= OPEN
SET	ENTRY LADDER CONTROL SWITCH	
	ENTRY LADDER CONTROL SWITCH	= DN*

16.1.1.001.00\*

SET TANK FILL VALVE SWs ON GROUND REFUEL PANEL TO 'AUTO'\*

16.1.1.001.01\*

SET TANK FILL VALVE SWS FOR TK 1 TK 4 AND TK 2 TO 'AUTO'

A-V	= READY FOR REFUEL*
AND FUEL TRUCKS	= READY
AND ICS	= ESTABLISHED

SET

MODE CONTROL ROTARY SELECTOR  
TK 4 LCV CONTROL SWITCH  
TK 2 LCV CONTROL SWITCH

MODE CONTROL ROTARY SELECTOR	= AUTO
AND TK 4 LCV CONTROL SWITCH	= AUTO
AND TK 2 LCV CONTROL SWITCH	= AUTO

16.1.1.001.02\*

SET TANK FILL VALVE SWS FOR TK 3 WG AND ST BAY TO 'AUTO'

A-V	= READY FOR REFUEL*
AND FUEL TRUCKS	= READY
AND ICS	= ESTABLISHED

SET

TK 3 LCV CONTROL SWITCH  
WG LCV CONTROL SWITCH  
ST BAY LCV CONTROL SWITCH

TK 3 LCV CONTROL SWITCH	= AUTO
AND WG LCV CONTROL SWITCH	= AUTO
AND ST BAY LCV CONTROL SWITCH	= AUTO

16.1.1.002.00\*

SET MAIN TOGGLE SWITCH TO 'OPEN' POSITION

TK 3 LCV CONTROL SWITCH	= AUTO*
AND WG LCV CONTROL SWITCH	= AUTO
AND ST BAY LCV CONTROL SWITCH	= AUTO

SET

MAIN LCV CONTROL SWITCH

MAIN LCV CONTROL SWITCH	= OPEN
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16.1.1.003.00\*

SET FILL CONTROL ROTARY SELECTOR TO 'TOTAL' POSITION

MAIN LCV CONTROL SWITCH	= OPEN
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SET

TANK SELECT ROTARY CONTROL

TANK SELECT ROTARY CONTROL	= TOTAL
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16.1.1.004.00\*

214  
C

ROTATE MODE CONTROL TO 'FUEL QUANTITY' POSITION\*

	LEFT RUN LIGHT	= 'L RUN'*
ROTATE	POWER CONTROL SWITCH	
	POWER CONTROL SWITCH	= FUEL QUANTITY*
	AND POWER ON ADVISORY LIGHT	= 'POWER ON'

16.1.1.005.00\*

C

PUSH TO TEST CG FAIL LIGHT ON GROUND REFUEL PANEL\*

	POWER ON ADVISORY LIGHT	= 'POWER ON'
PUSH	CG FAIL LEGEND LIGHT	
	CG FAIL LEGEND LIGHT	= 'CG FAIL'*

16.1.1.006.00\*

C

PUSH TO TEST FILL VALVE FAIL LIGHT\*

	POWER ON ADVISORY LIGHT	= 'POWER ON'
PUSH	LCV FAIL WARNING SWITCHLIGHT	
	LCV FAIL WARNING SWITCHLIGHT	= 'FILL V FAIL'*

16.1.2.001.00\*

C

VERIFY AND RECORD TOTAL FUEL QUANTITY ON A V

	POWER CONTROL SWITCH	= FUEL QUANTITY
CHECK	DIGITAL COUNTERS	
	DIGITAL COUNTERS	= TBD TOT*

16.1.2.002.00\*

C

SET FILL CONTROL SELECTOR TO MAIN AND RECORD FUEL IN L AND R\*

	DIGITAL COUNTERS	= TBD TOT*
	AND FUEL LOG	= TOTAL FUEL
SET	TANK SELECT ROTARY CONTROL	
	TANK SELECT ROTARY CONTROL	= MAIN*
	AND DIGITAL COUNTERS	= TBD L
	AND FILL V FAIL LEGEND LIGHT	= TBD R

16.1.2.003.00\*

SET FILL CONTROL TO FUS 1 & 4 AND RECORD FUEL QUANTITIES\*

	FUEL LOG	= L MAIN FUEL
	AND FUEL LOG	= R MAIN FUEL
SET	TANK SELECT ROTARY CONTROL	
	TANK SELECT ROTARY CONTROL	= FUS 1 & 4*
	AND DIGITAL COUNTERS	= TBD 1
	AND FILL V FAIL LEGEND LIGHT	= TBD 4

16.1.2.004.00\*

SET FILL CONTROL TO FUS 2 & 3 AND RECORD FUEL QUANTITIES\*

	FUEL LOG	= FUS 1 FUEL
	AND FUEL LOG	= FUS 4 FUEL
SET	TANK SELECT ROTARY CONTROL	
	TANK SELECT ROTARY CONTROL	= FUS 2 & 3*
	AND DIGITAL COUNTERS	= TBD 2
	AND FILL V FAIL LEGEND LIGHT	= TBD 3

16.1.2.005.00\*

SET FILL CONTROL TO WG AND RECORD FUEL QUANTITIES\*

	FUEL LOG	= FUS 2 FUEL
	AND FUEL LOG	= FUS 3 FUEL
SET	TANK SELECT ROTARY CONTROL	
	TANK SELECT ROTARY CONTROL	= WG*
	AND DIGITAL COUNTERS	= TBD L
	AND FILL V FAIL LEGEND LIGHT	= TBD R

16.1.3.001.00\*

SET FILL CONTROL ROTARY SELECTOR TO 'FUS 1 & 4' POSITION

	FUEL LOG	= WG L FUEL
	AND FUEL LOG	= WG R FUEL
SET	TANK SELECT ROTARY CONTROL	
	TANK SELECT ROTARY CONTROL	= FUS 1 & 4*
	AND DIGITAL COUNTERS	= TBD 1
	AND FILL V FAIL LEGEND LIGHT	= TBD 4

16.1.3.002.00\*

ROTATE TK1 UP OR DOWN TO MOVE POINTER TO DESIRED AMT OF FUEL\*

	TANK SELECT ROTARY CONTROL	= FUS 1 & 4
ROTATE	TK 1 THUMBWHEEL	
	TK1 MOVING POINTER	= TBD*

16.1.3.003.00\*

ROTATE TK4 UP OR DOWN TO MOVE POINTER TO DESIRED AMT OF FUEL

	TANK SELECT ROTARY CONTROL	= FUS 1 & 4
ROTATE	TK 4 THUMBWHEEL	
	TK4 MOVING POINTER	= TBD*

16.1.3.004.00\*

PUSH FILL CONTROL SET TEST PB TO VERIFY FUEL QTY SELECTION\*

	TK1 MOVING POINTER	= TBD
	AND TK4 MOVING POINTER	= TBD
PUSH	FILL CONTROL SET TEST PSHBTN	
	DIGITAL COUNTERS	= TBD 1*
	AND FILL V FAIL LEGEND LIGHT	= TBD 4

16.1.3.005.00\*

SET FILL CONTROL ROTARY SELECTOR TO 'FUS 2 & 3' POSITION

	DIGITAL COUNTERS	= TBD 1
	AND FILL V FAIL LEGEND LIGHT	= TBD 4
SET	TANK SELECT ROTARY CONTROL	
	TANK SELECT ROTARY CONTROL	= FUS 2 & 3*
	AND DIGITAL COUNTERS	= TBD 2
	AND FILL V FAIL LEGEND LIGHT	= TBD 3

16.1.3.006.00\*

ROTATE TK2 UP OR DOWN TO MOVE POINTER TO DESIRED AMT OF FUEL\*

	TANK SELECT ROTARY CONTROL	= FUS 2 & 3
ROTATE	TK 2 THUMBWHEEL	
	TK2 MOVING POINTER	= TBD*

16.1.3.007.00\*

ROTATE TK3 UP OR DOWN TO MOVE POINTER TO DESIRED AMT OF FUEL\*

	TANK SELECT ROTARY CONTROL	= FUS 2 & 3
ROTATE	TK 3 THUMBWHEEL	
	TK3 MOVING POINTER	= TBD*

16.1.3.008.00\*

PUSH FILL CONTROL SET TEST PB TO VERIFY FUEL QTY SELECTION\*

TK2 MOVING POINTER	= TBD
AND TK3 MOVING POINTER	= TBD

PUSH

FILL CONTROL SET TEST PSHBTN

DIGITAL COUNTERS	= TBD 2*
AND FILL V FAIL LEGEND LIGHT	= TBD 3

16.1.3.009.00\*

VERIFY BY ICS THAT EACH MAN IS READY TO BEGIN REFUELING\*

P/C

DIGITAL COUNTERS	= TBD 2
AND FILL V FAIL LEGEND LIGHT	= TBD 3

COMMUNICATE

PILOT ICS  
CO-PILOT ICS

PILOT ICS	= READY FOR REFUEL*
AND CO-PILOT ICS	= READY FOR REFUEL

16.2.1.001.00\*

SET MODE CONTROL ROTARY SELECTOR TO 'REFUEL' POSITION

C

PILOT ICS	= READY FOR REFUEL
AND CO-PILOT ICS	= READY FOR REFUEL

SET

POWER CONTROL SWITCH

POWER CONTROL SWITCH	= REFUEL
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16.2.1.002.00\*

SET FILL CONTROL ROTARY SELECTOR TO 'TOTAL' POSITION\*

C

POWER CONTROL SWITCH	= REFUEL*
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SET

TANK SELECT ROTARY CONTROL

TANK SELECT ROTARY CONTROL	= TOTAL*
AND DIGITAL COUNTERS	= TBD TOT

16.2.1.003.00\*

REQUEST FUEL TANK TRUCK OPERATOR TO START FUEL FLOW\*

P

POWER CONTROL SWITCH	= REFUEL
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COMMUNICATE

PILOT ICS

GROUND OBSERVER ICS	= ACKNOWLEDGED*
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16.2.1.004.00\*

218  
C

MONITOR FUEL QTY ON DIGITAL COUNTERS AT GROUND REFUEL PANEL\*

	DIGITAL COUNTERS	= TBD TOT*
MONITOR-VISUAL	DIGITAL COUNTERS	
	DIGITAL COUNTERS	= TBD TOT*

16.2.1.005.00\*

C

PUSH FILL CONTROL SET TEST PB TO VERIFY FUEL PUMPED ONBOARD\*

	DIGITAL COUNTERS	= TBD TOT*
PUSH	FILL CONTROL SET TEST PSHBTN	
	DIGITAL COUNTERS	= TBD TOT*

16.2.2.001.00\*

C

SET TANK FILL VALVES SHS EXCEPT MAIN TANKS TO CLOSE POSITION\*

	DIGITAL COUNTERS	= TBD TOT*
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16.2.2.001.01\*

C

SET TANK FILL VALVE SHS FOR TK 1 TK 4 AND TK 2 TO 'AUTO'

	DIGITAL COUNTERS	= TBD TOT
SET	MODE CONTROL ROTARY SELECTOR	
	TK 4 LCV CONTROL SWITCH	
	TK 2 LCV CONTROL SWITCH	
	MODE CONTROL ROTARY SELECTOR	= CLOSE
	AND TK 4 LCV CONTROL SWITCH	= CLOSE
	AND TK 2 LCV CONTROL SWITCH	= CLOSE

16.2.2.001.02\*

C

SET TANK FILL VALVE SHS FOR TK 3 WG AND ST BAY TO 'CLOSE'

	DIGITAL COUNTERS	= TBD TOT
SET	TK 3 LCV CONTROL SWITCH	
	WG LCV CONTROL SWITCH	
	ST BAY LCV CONTROL SWITCH	
	TK 3 LCV CONTROL SWITCH	= CLOSE
	AND WG LCV CONTROL SWITCH	= CLOSE
	AND ST BAY LCV CONTROL SWITCH	= CLOSE

16.2.2.002.00\*

CHECK THAT MAIN LEVER LOCK SWITCH IS IN OPEN POSITION

TK 3 LCV CONTROL SWITCH	= CLOSE
AND WG LCV CONTROL SWITCH	= CLOSE
AND ST DAY LCV CONTROL SWITCH	= CLOSE

CHECK

MAIN LCV CONTROL SWITCH

MAIN LCV CONTROL SWITCH = OPEN

16.2.2.003.00\*

SET MODE CONTROL ROTARY SELECTOR TO 'FUEL QUANTITY' POSITION

MAIN LCV CONTROL SWITCH = OPEN

SET

POWER CONTROL SWITCH

POWER CONTROL SWITCH = FUEL QUANTITY

16.3.1.001.00\*

SET FILL CONTROL SELECTOR TO MAIN AND RECORD FUEL IN L AND R

POWER CONTROL SWITCH = FUEL QUANTITY

SET

TANK SELECT ROTARY CONTROL

TANK SELECT ROTARY CONTROL	= MAIN*
AND DIGITAL COUNTERS	= TBD L
AND FILL V FAIL LEGEND LIGHT	= TBD R

16.3.1.002.00\*

SET FILL CONTROL TO FUS 1 & 4 AND RECORD FUEL QUANTITIES\*

DIGITAL COUNTERS	= TBD L
AND FILL V FAIL LEGEND LIGHT	= TBD R

SET

TANK SELECT ROTARY CONTROL

TANK SELECT ROTARY CONTROL	= FUS 1 & 4*
AND DIGITAL COUNTERS	= TBD 1
AND FILL V FAIL LEGEND LIGHT	= TBD 4

16.3.1.003.00\*

SET FILL CONTROL TO FUS 2 & 3 AND RECORD FUEL QUANTITIES\*

DIGITAL COUNTERS	= TBD 1
AND FILL V FAIL LEGEND LIGHT	= TBD 4

SET

TANK SELECT ROTARY CONTROL

TANK SELECT ROTARY CONTROL	= FUS 2 & 3*
AND DIGITAL COUNTERS	= TBD 2
AND FILL V FAIL LEGEND LIGHT	= TBD 3

16.3.1.004.00\*

SET FILL CONTROL TO WG AND RECORD FUEL QUANTITIES\*

	DIGITAL COUNTERS	= TBD 2
	AND FILL V FAIL LEGEND LIGHT	= TBD 3
SET	TANK SELECT ROTARY CONTROL	
	TANK SELECT ROTARY CONTROL	= WG*
	AND DIGITAL COUNTERS	= TBD L
	AND FILL V FAIL LEGEND LIGHT	= TBD R

16.3.1.005.00\*

SET MODE CONTROL ROTARY SELECTOR TO 'OFF' POSITION

	FUEL LOG	= CHECKED*
SET	POWER CONTROL SWITCH	
	POWER CONTROL SWITCH	= OFF
	AND POWER ON ADVISORY LIGHT	= OFF

16.3.2.001.00\*

CHECK THAT SERVICING NOZZLES & GROUNDING CABLES ARE STOWED

	POWER CONTROL SWITCH	= OFF
	AND POWER ON ADVISORY LIGHT	= OFF
	AND CHECKLIST	= SEQUENCE
CHECK	SERVICING NOZZLES	
	NOZZLE GROUNDING CABLES	
	SERVICING NOZZLES	= STOWED
	AND NOZZLE GROUNDING CABLES	= STOWED

16.3.2.002.00\*

CHECK THAT A-V SERVICING ADAPTER COVERS ARE REPLACED

	CHECKLIST	= SEQUENCE
CHECK	A-V SERVICING ADAPTER COVERS	
	A-V SERVICING ADAPTER COVERS	= REPLACED

16.3.2.003.00\*

CHECK THAT GO INTERCOM CABLES ARE DISCONNECTED AND STOWED

	CHECKLIST	= SEQUENCE
CHECK	GO INTERCOM CABLES	
	GO INTERCOM CABLES	= DISCONNECTED
	AND GO INTERCOM CABLES	= STOWED



16.3.2.004.00\*

CHECK THAT FUEL TANKER TRUCK CLEAR OF AIR VEHICLE

CHECKLIST = SEQUENCE

CHECK

FUEL TRUCKS

FUEL TRUCKS = CLEAR OF A-V

16.3.2.005.00\*

CHECK THAT AIR VEHICLE GROUNDING CABLES ARE DISCONNECTED

CHECKLIST = SEQUENCE

CHECK

A-V GROUNDING CABLES

A-V GROUNDING CABLES = DISCONNECTED

16.4.1.001.00\*

CHECK STATUS OF A-V IF CONDITIONS AND TIME PERMIT\*

CHECKLIST = SEQUENCE\*

16.4.1.001.01\*

CHECK FUEL QUANTITY ONBOARD AIR VEHICLE

CHECKLIST = SEQUENCE\*

CHECK

FUEL QUANTITY INDICATORS  
SELECT QUANTITY DIGITAL READ  
TOTAL FUEL QUANTITY INDICATORFUEL QUANTITY INDICATORS = CHECKED\*  
AND SELECT QUANTITY DIGITAL READ = CHECKED  
AND TOTAL FUEL QUANTITY INDICATOR = CHECKED

16.4.1.001.02\*

CHECK WINDSHIELD AND WINDOWS FOR CLEANLINESS

CHECKLIST = SEQUENCE

CHECK

WINDSCREEN  
SIDE WINDOWS  
UPPER WINDOWSWINDSCREEN = CHECKED\*  
AND SIDE WINDOWS = CHECKED  
AND UPPER WINDOWS = CHECKED



16.4.1.001.03\*

P

CHECK HYDRAULIC QUANTITY AND PRESSURE INDICATORS

CHECKLIST = SEQUENCE

CHECK

HYDRAULIC QUANTITY INDICATORS  
HYDRAULIC PRESSURE INDICATORSHYDRAULIC QUANTITY INDICATORS = TBD\*  
AND HYDRAULIC PRESSURE INDICATORS = TBD

16.4.1.002.00\*

C/O

VISUALLY INSPECT EXTERIOR OF FORWARD FUSELAGE\*

CHECKLIST = SEQUENCE

INSPECT

A-V FORWARD FUSELAGE

A-V FORWARD FUSELAGE = INSPECTED\*

16.4.1.003.00\*

C/O

VISUALLY INSPECT NOSE LANDING GEAR AND ASSOCIATED EQUIPMENT\*

CHECKLIST = SEQUENCE

INSPECT

A-V NOSE LDG GEAR &amp; EQUIPMENT

A-V NOSE LDG GEAR &amp; EQUIPMENT = INSPECTED\*

16.4.1.004.00\*

D

VISUALLY INSPECT CREW ENTRYWAY EQUIPMENT\*

CHECKLIST = SEQUENCE

INSPECT

ENTRY LADDER CONTROL LEVER-ENT  
LADDER-MANUAL CRANK (ENTRYWAY)  
A-V ENTRYWAY EQUIPMENTA-V ENTRYWAY EQUIPMENT = INSPECTED\*  
AND ENTRY LADDER CONTROL LEVER-ENT = CHECKED  
AND LADDER-MANUAL CRANK (ENTRYWAY) = CHECKED

16.4.1.005.00\*

C/O

VISUALLY INSPECT GENERAL AREA OF FWD & INTMD FUS & WPNS BAYS\*

A-V FORWARD FUSELAGE = INSPECTED

INSPECT

A-V FWD &amp; ITMD FUS &amp; WPNS BAYS

A-V FWD &amp; ITMD FUS &amp; WPNS BAYS = INSPECTED\*

16.4.1.006.00\*

C/O

VISUALLY INSPECT LH & RH WING CARRY THRU AREAS AND WINGS\*

INSPECT

A-V FWD &amp; ITMD FUS &amp; WPNS BAYS= INSPECTED

A-V L &amp; R WG CARRY THRU &amp; WGS

A-V L &amp; R WG CARRY THRU &amp; WGS = INSPECTED\*

16.4.1.007.00\*

C/O

VISUALLY INSPECT ENGINE EXHAUST DUCTS\*

INSPECT

A-V L &amp; R WG CARRY THRU &amp; WGS = INSPECTED

A-V ENGINE EXHAUST DUCTS

A-V ENGINE EXHAUST DUCTS = INSPECTED\*

16.4.1.008.00\*

C/O

VISUALLY INSPECT EXTERIOR OF L AND R NACELLES\*

INSPECT

A-V ENGINE EXHAUST DUCTS = INSPECTED

A-V L &amp; R NACELLES EXTERIOR

A-V L &amp; R NACELLES EXTERIOR = INSPECTED\*

16.4.1.009.00\*

C/O

VISUALLY INSPECT ENGINE AIR INLET DUCTS\*

INSPECT

A-V L &amp; R NACELLES EXTERIOR = INSPECTED

A-V ENGINE AIR INLET DUCTS

A-V ENGINE AIR INLET DUCTS = INSPECTED

16.4.1.010.00\*

C

VISUALLY INSPECT MLG AND ASSOCIATED EQUIPMENT\*

INSPECT

A-V ENGINE AIR INLET DUCTS = INSPECTED

A-V MAIN LANDING GEAR

A-V MAIN LANDING GEAR = INSPECTED\*

16.4.1.011.00\*

D

VISUALLY INSPECT EXTERIOR OF AFT INTERMEDIATE FUSELAGE\*

INSPECT

A-V ENTRYWAY EQUIPMENT = INSPECTED  
 AND ENTRY LADDER CONTROL LEVER-ENT= CHECKED  
 AND LADDER-MANUAL CRANK (ENTRYWAY)= CHECKED

A-V AFT INTMD FUSELAGE EXTER

A-V AFT INTMD FUSELAGE EXTER = INSPECTED\*

20.1.1.001.00\*

SET ENGINE START SWITCH TO 'OFF'

	WINDSCREEN	= OBSERVED*
SET	ENGINE START SWITCH 4	
	ENGINE START SWITCH 4	= OFF*

20.1.1.002.00\*

SET ADS COUPLE SWITCH TO 'DISEN'

	CHECKLIST	= SEQUENCE
SET	ADS COUPLE SWITCH	
	L ADS COUPLE SWITCH	= DISEN

20.1.1.003.00\*

SET APU MODE SW FOR REQD APU TO START AND RELEASE TO RUN

	CHECKLIST	= SEQUENCE
SET	APU MODE SWITCH	
	L APU MODE SW	= START*
	AND L APU MODE SW	= RUN
	AND L RUN LIGHT	= ON - G

20.1.1.004.00\*

CHECK APPROPRIATE APU ECS SUPPLY SWITCH TO 'ECS SPLY'

	CHECKLIST	= SEQUENCE
CHECK	ECS SUPPLY SW	
	L ECS SUPPLY SW	= ECS SPLY

20.1.1.005.00\*

DEPRESS ENGINE FIRE SWITCHLIGHT FOR AFFECTED ENGINE

	CHECKLIST	= SEQUENCE*
DEPRESS	ENGINE FIRE SWITCHLIGHT 4	
	ENGINE FIRE SWITCHLIGHT 4	= DEPRESSED

20.1.1.006.00\*

SET ENGINE IGNITION SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	ENGINE IGNITION SWITCH	
	ENGINE IGNITION SWITCH	= OFF

20.1.1.007.00\*

HOLD ALTERNATE THROTTLE SW FOR AFFECTED ENG IN DECR POSITION

CHECKLIST = SEQUENCE

HOLD

ALTERNATE THROTTLE SWITCH 4

ALTERNATE THROTTLE SWITCH 4 = DECR

20.1.1.008.00\*

SET ENG START SW TO START MOMENTARILY AND RELEASE TO RUN

CHECKLIST = SEQUENCE

SET

ENGINE START SWITCH 4

ENGINE START SWITCH 4 = START  
AND ENGINE START SWITCH 4 = RUN

20.1.1.009.00\*

RELEASE ALTERNATE THROTTLE SWITCH ON AFFECTED ENGINE

CHECKLIST = SEQUENCE

RELEASE

ALTERNATE THROTTLE SWITCH 4

ALTERNATE THROTTLE SWITCH 4 = OFF\*

20.1.1.010.00\*

SET ENGINE START SWITCH TO 'OFF'

CHECKLIST = SEQUENCE

SET

ENGINE START SWITCH 4

ENGINE START SWITCH 4 = OFF

20.1.1.011.00\*

P/C/O/D

ABANDON THE AIR VEHICLEWINDSCREEN = OBSERVED  
OR L RUN LIGHT = ON  
OR R RUN LIGHT = ON

ABANDON

A-V CREW MODULE

A-V CREW MODULE = MANNED\*

20.1.2.001.00\*

DEPRESS ENGINE FIRE SWITCHLIGHT FOR AFFECTED ENGINE

ENGINE FIRE SWITCHLIGHT 4 = 'ENG FIRE'  
AND PILOT ICS = FIRE TONE

DEPRESS

ENGINE FIRE SWITCHLIGHT 4

ENGINE FIRE SWITCHLIGHT 4 = DEPRESSED

20.1.2.002.00\*

SET AGENT DISCH SWITCH TO MAIN FOR AFFECTED ENGINE\*

/ CHECKLIST = SEQUENCE

SET

R AGENT DISCH SWITCH

R AGENT DISCH SWITCH = MAIN  
AND R MAIN AGENT DISCHARGE LIGHT = 'MAIN AGENT DISC

20.1.2.003.00\*

SET ENGINE START SWITCH TO OFF FOR AFFECTED ENGINE

CHECKLIST = SEQUENCE

SET

ENGINE START SWITCH 4

ENGINE START SWITCH 4 = OFF

20.1.2.004.00\*

DEPRESS MASTER AUDIO CUTOFF PUSHBUTTON

CHECKLIST = SEQUENCE

DEPRESS

MSTR AUDIO CUTOFF

MSTR AUDIO CUTOFF = DEPRESSED

20.1.2.005.00\*

ALERT TOWER OF EMERGENCY

CHECKLIST = SEQUENCE

TRANSMIT

COPILOTS UHF

COPILOTS UHF = ENGINE FIRE

20.1.2.006.00\*

P

SET AGENT DISCH SWITCH TO RES FOR AFFECTED ENGINE

SET

ENGINE FIRE SWITCHLIGHT 4 = 'ENG FIRE'

R AGENT DISCH SWITCH

R AGENT DISCH SWITCH = RES\*  
AND R RES AGENT DISCHARGE LIGHT = 'RES AGENT DISCH

20.1.2.007.00\*

P

STOP THE AIR VEHICLE

STOP

ENGINE FIRE SWITCHLIGHT 4 = 'ENG FIRE'

A-V

A-V = STOPPED\*

20.1.2.008.00\*

P

SET PARKING BRAKES ON AIR VEHICLE

SET

A-V = STOPPED

PARKING BRAKE

PARKING BRAKE = SET

20.1.2.009.00\*

P/C/O/D

ABANDON THE AIR VEHICLE

ABANDON

PARKING BRAKE = SET

A-V CREW MODULE

A-V CREW MODULE = MANNED\*

20.1.3.001.00\*

P

DEPRESS APU FIRE SWITCHLIGHT FOR AFFECTED APU

DEPRESS

R APU FIRE SWITCHLIGHT = 'APU FIRE'  
AND PILOT ICS = FIRE TONE

R APU FIRE SWITCHLIGHT

R APU FIRE SWITCHLIGHT = DEPRESSED

20.1.3.002.00\*

SET AGENT DISCH SWITCH TO MAIN FOR AFFECTED APU\*

	CHECKLIST	= SEQUENCE
SET	R AGENT DISCH SWITCH	
	R AGENT DISCH SWITCH	= MAIN
	AND R MAIN AGENT DISCHARGE LIGHT	= 'MAIN AGENT DISC

20.1.3.003.00\*

SET APU MODE SWITCH TO OFF FOR AFFECTED APU

	CHECKLIST	= SEQUENCE
SET	MODE SWITCHES	
	MODE SWITCHES	= OFF*
	AND R RUN LIGHT	= OFF

20.1.3.004.00\*

DEPRESS MASTER AUDIO CUTOFF PUSHBUTTON

	CHECKLIST	= SEQUENCE
DEPRESS	MSTR AUDIO CUTOFF	
	MSTR AUDIO CUTOFF	= DEPRESSED

20.1.3.005.00\*

ALERT TOWER OF EMERGENCY

	CHECKLIST	= SEQUENCE
TRANSMIT	COPILOTS UHF	
	COPILOTS UHF	= NACELLE FIRE

20.1.3.006.00\*

SET AGENT DISCH SWITCH TO RES FOR AFFECTED APU

	R APU FIRE SWITCHLIGHT	= 'APU FIRE'
SET	R AGENT DISCH SWITCH	
	R AGENT DISCH SWITCH	= RES*
	AND R RES AGENT DISCHARGE LIGHT	= 'RES AGENT DISCH

20.1.3.007.00\*

STOP THE AIR VEHICLE

STOP

R APU FIRE SWITCHLIGHT

= 'APU FIRE'

A-V

A-V

= STOPPED\*

20.1.3.008.00\*

SET PARKING BRAKES ON AIR VEHICLE

SET

A-V

= STOPPED

PARKING BRAKE

PARKING BRAKE

= SET

20.1.3.009.00\*

ABANDON THE AIR VEHICLE

P/C/O/D

ABANDON

PARKING BRAKE

= SET

A-V CREW MODULE

A-V CREW MODULE

= MANNED\*

20.1.4.001.00\*

DEPRESS MASTER CAUTION SWITCHLIGHT

DEPRESS

FIRE DETECTION LIGHT

= 'FIRE DETR'-FL

MASTER CAUTION SWITCHLIGHT

MASTER CAUTION SWITCHLIGHT

= OFF

20.1.4.002.00\*

DETERMINE WHICH FIRE DETR LOOP LIGHTS ARE ILLUMINATED\*

CHECKLIST

= SEQUENCE

20.1.4.002.01\*

DETERMINE WHICH ENGINE FIRE DETR LOOP LIGHTS ARE ILLUMINATED

DETERMINE

CHECKLIST

= SEQUENCE

ENGINE LOOP A LIGHT 4

ENGINE LOOP B LIGHT 4

ENGINE LOOP A LIGHT 4

= ON



20.1.4.002.02\*

DETERMINE WHICH APU FIRE DETR LOOP LIGHTS ARE ILLUMINATED

	CHECKLIST	= SEQUENCE
DETERMINE	APU LOOP A LIGHT	
	APU LOOP B LIGHT	
	APU LOOP A LIGHT	= ON

20.1.4.003.00\*

POSITION AFFECTED DETR SW TO THE NON-ILLUMINATED LOOP LIGHT\*

20.1.4.003.01\*

POSITION AFFECTED DETR SW TO THE NON-ILLUM ENG LOOP LIGHT\*

	ENGINE LOOP B LIGHT 4	= ON
POSITION	LOOP LOCKOUT SWITCH 4	
	LOOP LOCKOUT SWITCH 4	= LOOP A

20.1.4.003.02\*

POSITION AFFECTED DETR SW TO THE NON-ILLUM ENG LOOP LIGHT

	ENGINE LOOP A LIGHT 4	= ON
POSITION	LOOP LOCKOUT SWITCH 4	
	LOOP LOCKOUT SWITCH 4	= LOOP B

20.1.4.003.03\*

POSITION AFFECTED DETR SW TO THE NON-ILLUM APU LOOP LIGHT

	APU LOOP B LIGHT	= ON
POSITION	APU LOCKOUT SWITCHES	
	APU LOCKOUT SWITCHES	= LOOP A

20.1.4.003.04\*

POSITION AFFECTED DETR SW TO THE NON-ILLUM APU LOOP LIGHT

	APU LOOP A LIGHT	= ON
POSITION	APU LOCKOUT SWITCHES	
	APU LOCKOUT SWITCHES	= LOOP B

20.1.5.001.00\*

RETARD THROTTLES TO IDLE

ADJUST BRAKE CONTROL PANEL = TBD

THROTTLE LEVERS

THROTTLE LEVERS = IDLE\*

20.1.5.002.00\*

SET EMERGENCY BRAKE SWITCH TO 'EMERG'\*

THROTTLE LEVERS = IDLE

SET EMERGENCY BRAKE SWITCH

EMERGENCY BRAKE SWITCH = EMERG

AND ANTISKID CAUTION LIGHT = 'ANTISKID'

C

20.1.5.003.00\*

DEPRESS PARKING BRAKE SWITCHLIGHT AND TOE BRAKES

SET PARKING BRAKE CONTROL SWITCHLT

P/C

20.1.5.003.01\*

DEPRESS AND HOLD PARKING BRAKE SWITCHLIGHT

DEPRESS EMERGENCY BRAKING = EFFECTIVE

PARKING BRAKE CONTROL SWITCHLT

PARKING BRAKE CONTROL SWITCHLT = 'PARKING'

C

20.1.5.003.02\*

DEPRESS TOE BRAKES

DEPRESS PARKING BRAKE CONTROL SWITCHLT = 'PARKING'

TOE BRAKES

TOE BRAKES = DEPRESSED\*

P

20.1.6.001.00\*

DEPRESS ENG & APU FIRE SWITCHLIGHTS (6)\*

DEPRESS A-V = STOPPED

ENG FIRE SWITCHLIGHTS

L APU FIRE SWITCHLIGHT

R APU FIRE SWITCHLIGHT

ENG FIRE SWITCHLIGHTS = DEPRESSED

AND L APU FIRE SWITCHLIGHT = DEPRESSED

AND R APU FIRE SWITCHLIGHT = DEPRESSED

P

20.1.6.002.00\*

ALERT CREW USING ICS CALL BUTTON

	CHECKLIST	= SEQUENCE
COMMUNICATE	CALL SWITCH-COPILOT ICS	
	CALL SWITCH-COPILOT ICS	= 'ABANDON A-V'

20.1.6.003.00\*

SET BATTERY SWITCH TO 'OFF'

	CHECKLIST	= SEQUENCE
SET	BATTERY SELECT SWITCH	
	BATTERY SELECT SWITCH	= OFF

20.1.6.004.00\*

SET PARKING BRAKES

	CHECKLIST	= SEQUENCE
SET	PARKING BRAKE CONTROL SWITCHLT	
	PARKING BRAKE CONTROL SWITCHLT= ON*	

20.1.6.005.00\*

EXIT AIR VEHICLE

	CHECKLIST	= SEQUENCE
ABANDON	A-V CREW MODULE	
	A-V CREW MODULE	= MANNED

20.2.1.001.00\*

RETARD THROTTLES TO IDLE

ADJUST	THROTTLE LEVERS	
	THROTTLE LEVERS	= IDLE

20.2.1.002.00\*

EXTEND SPEED BRAKES

	CHECKLIST	= SEQUENCE
SET	SPEED BRK CONTROL-PIL	
	SPEED BRK CONTROL-PIL	= OUT

20.2.1.003.00\*

APPLY WHEEL BRAKES

CHECKLIST = SEQUENCE

DEPRESS

TOE BRAKES

TOE BRAKES = DEPRESSED

20.2.1.004.00\*

NOTIFY TOWER AND REQUEST ASSISTANCE IF NEEDED

CHECKLIST = SEQUENCE

TRANSMIT

COPILOTS UHF

COPILOTSUHF = ABORTING TAKEOFF\*

20.2.2.001.00\*

RETARD THROTTLES TO IDLE

CORE RPM INDICATOR = TBD\*

ADJUST

THROTTLE LEVERS

THROTTLE LEVERS = IDLE

20.2.2.002.00\*

EXTEND SPEED BRAKES

CHECKLIST = SEQUENCE

SET

SPEED BRK CONTROL-PIL

SPEED BRK CONTROL-PIL = OUT

20.2.2.003.00\*

APPLY WHEEL BRAKES

CHECKLIST = SEQUENCE

DEPRESS

TOE BRAKES

TOE BRAKES = DEPRESSED

20.2.2.004.00\*

MAINTAIN DIRECTION ON RUNWAY

CHECKLIST = SEQUENCE

TRACK

RUDDER PEDALS

A-V = PROPER TRACK\*

20.2.2.005.00\*

234  
C

DEPRESS ENG FIRE SWITCHLIGHT ON AFFECTED ENGINE

	CHECKLIST	= SEQUENCE
DEPRESS	ENGINE FIRE SWITCHLIGHT 4	
	ENGINE FIRE SWITCHLIGHT 4	= DEPRESSED

20.2.2.006.00\*

C

SET ENGINE START-RUN SWITCH TO OFF FOR AFFECTED ENGINE

	CHECKLIST	= SEQUENCE
SET	ENGINE START SWITCH 4	
	ENGINE START SWITCH 4	= OFF

20.2.2.007.00\*

C

NOTIFY TOWER AND REQUEST ASSISTANCE IF NEEDED

	CHECKLIST	= SEQUENCE
TRANSMIT	COPILOTS UHF	
	COPILOTS UHF	= ABORTING TAKEOFF*

20.2.3.001.00\*

P

ADVANCE THROTTLES TO MAX POWER

	CORE RPM INDICATOR	= TBD*
ADJUST	THROTTLE LEVERS	
	THROTTLE LEVERS	= MAX POWER

20.2.3.002.00\*

P

MAINTAIN DIRECTIONAL CONTROL AND BEST CLIMB SPEED

	CHECKLIST	= SEQUENCE
TRACK	FLIGHT CONTROL STICK	
	RUDDER PEDALS	
	HORIZONTAL SITUATION INDICATOR	= TBD
	AND AIRSPEED-MACH NUMBER INDICATOR	= TBD

20.2.3.003.00\*

RAISE LANDING GEAR HANDLE WHEN AIR VEHICLE SAFELY AIRBORNE

	A-V	= FLYING
RAISE	LANDING GEAR CONTROL	
	LANDING GEAR CONTROL	= UP
	AND GEAR WARNING LIGHT	= OFF

20.2.3.004.00\*

RAISE FLAPS AS REQUIRED

	ANGLE-OF-ATTACK INDICATOR	< 8.5*
RAISE	FLAP-SLAT CONTROL HANDLE	
	FLAP-SLAT CONTROL HANDLE	= FLAP UP

20.2.3.005.00\*

RAISE SLATS AS REQUIRED

	CHECKLIST	= SEQUENCE
RAISE	FLAP-SLAT CONTROL HANDLE	
	FLAP-SLAT CONTROL HANDLE	= SLAT RET*

20.2.3.006.00\*

ADJUST THROTTLES TO MAINTAIN BEST FAILED ENGINE CLIMB SPEED

	CHECKLIST	= SEQUENCE
ADJUST	THROTTLE LEVERS	
	THROTTLE LEVERS	= TBD

20.2.3.007.00\*

DEPRESS ENGINE FIRE SWITCHLIGHT ON FAILED ENGINE

	CHECKLIST	= SEQUENCE
DEPRESS	#4 ENGINE FIRE SWITCHLIGHT	
	ENGINE FIRE SWITCHLIGHT 4	= DEPRESSED

20.2.3.008.00\*

SET ENGINE START-RUN SWITCH TO OFF ON FAILED ENGINE

	CHECKLIST	= SEQUENCE
SET	ENGINE START SWITCH 4	
	ENGINE START SWITCH 4	= OFF*

20.2.3.009.00\*

C

DUMP FUEL AS REQUIRED

	CHECKLIST	= SEQUENCE
SET	DUMP SWITCH	
	DUMP SWITCH	= DUMP

20.2.3.010.00\*

P

LAND AS SOON AS PRACTICAL

	CHECKLIST	= SEQUENCE
LAND	A-V	
	A-V	= LANDED

20.2.4.001.00\*

P

RETARD THROTTLES TO IDLE\*

	ENGINE FIRE SWITCHLIGHT 4	= 'ENG FIRE'
ADJUST	THROTTLE LEVERS	
	THROTTLE LEVERS	= IDLE

20.2.4.002.00\*

C

DEPRESS ENG FIRE SWITCHLIGHT ON AFFECTED ENGINE

	PILOT ICS	= 'SHUTDOWN 4'
DEPRESS	ENGINE FIRE SWITCHLIGHT 4	
	ENGINE FIRE SWITCHLIGHT 4	= DEPRESSED

20.2.4.003.00\*

C

SET AGENT DISCH SWITCH TO MAIN FOR AFFECTED ENGINE

	PILOT ICS	= 'R AGENT DISCH'
SET	R AGENT DISCH SWITCH	
	R AGENT DISCH SWITCH	= MAIN
	AND R MAIN AGENT DISCHARGE LIGHT	= 'MAIN AGENT DISC

20.2.4.004.00\*

P

EXTEND SPEED BRAKES

	CHECKLIST	= SEQUENCE
SET	SPEED BRK CONTROL-PIL	
	SPEED BRK CONTROL-PIL	= OUT

20.2.4.005.00\*

APPLY WHEEL BRAKES

CHECKLIST = SEQUENCE

DEPRESS

TOE BRAKES

TOE BRAKES = DEPRESSED

20.2.4.006.00\*

SET ENGINE START-RUN SWITCH TO OFF FOR AFFECTED ENGINE

CHECKLIST = SEQUENCE

SET

ENGINE START SWITCH 4

ENGINE START SWITCH 4 = OFF

20.2.4.007.00\*

DEPRESS MASTER AUDIO CUTOFF PUSHBUTTON

CHECKLIST = SEQUENCE

DEPRESS

MSTR AUDIO CUTOFF

MSTR AUDIO CUTOFF = DEPRESSED

20.2.4.008.00\*

NOTIFY TOWER OF EMERGENCY

CHECKLIST = SEQUENCE

TRANSMIT

COPILOTS UHF

COPILOTS UHF = ENG FIRE ON A-V

20.2.4.009.00\*

SET AGENT DISCH SWITCH TO RES FOR AFFECTED ENGINE

ENGINE FIRE SWITCHLIGHT 4 = 'ENG FIRE'

SET

R AGENT DISCH SWITCH

R AGENT DISCH SWITCH = RES\*  
AND R RES AGENT DISCHARGE LIGHT = 'RES AGENT DISCH

20.2.4.010.00\*

ABANDON THE AIR VEHICLE\*

P/C/D/D

ENGINE FIRE SWITCHLIGHT 4 = 'ENG FIRE'

ABANDON

A-V CREW MODULE

A-V CREW MODULE = MANNED\*



20.2.4.011.00\*

C

SHUTDOWN THE AIR VEHICLE

SHUTDOWN ENGINE FIRE SWITCHLIGHT 4 = OFF

A-V

A-V = SHUTDOWN\*

20.2.5.001.00\*

P

ADVANCE THROTTLES TO MAX POWER

ADJUST ENGINE FIRE SWITCHLIGHT 4 = 'ENG FIRE'

THROTTLE LEVERS

THROTTLE LEVERS = MAX POWER

20.2.5.002.00\*

C

DEPRESS ENG FIRE SWITCHLIGHT ON AFFECTED ENGINE

DEPRESS PILOT ICS = 'SHUTDOWN 4'

ENGINE FIRE SWITCHLIGHT 4

ENGINE FIRE SWITCHLIGHT 4 = DEPRESSED

20.2.5.003.00\*

C

SET AGENT DISCH SWITCH TO MAIN FOR AFFECTED ENGINE

SET PILOT ICS = 'R AGENT DISCH'

R AGENT DISCH SWITCH

R AGENT DISCH SWITCH = MAIN

AND R MAIN AGENT DISCHARGE LIGHT = 'MAIN AGENT DISC

20.2.5.004.00\*

C

SET ENGINE START-RUN SWITCH TO OFF FOR AFFECTED ENGINE

SET CHECKLIST = SEQUENCE

ENGINE START SWITCH 4

ENGINE START SWITCH 4 = OFF

20.2.5.005.00\*

P

MAINTAIN RECOMMENDED BEST ENGINE-OUT CLIMB SPEED\*

TRACK CHECKLIST = SEQUENCE

FLIGHT CONTROL STICK

RUDDER PEDALS

AIRSPD-MACH NUMBER INDICATOR= TBD

20.2.5.006.00\*

RAISE LANDING GEAR HANDLE

	CHECKLIST	= SEQUENCE
RAISE	LANDING GEAR CONTROL	
	LANDING GEAR CONTROL	= UP
	AND GEAR WARNING LIGHT	= OFF

20.2.5.007.00\*

RAISE FLAPS AS REQUIRED

	ANGLE-OF-ATTACK INDICATOR	< 8.5*
RAISE	FLAP-SLAT CONTROL HANDLE	
	FLAP-SLAT CONTROL HANDLE	= FLAP UP

20.2.5.008.00\*

RAISE SLATS AS REQUIRED

	CHECKLIST	= SEQUENCE
RAISE	FLAP-SLAT CONTROL HANDLE	
	FLAP-SLAT CONTROL HANDLE	= SLAT RET*

20.2.5.009.00\*

SET SAME AGENT DISCH SWITCH TO RES FOR AFFECTED ENGINE

	ENGINE FIRE SWITCHLIGHT 4	= 'ENG FIRE'
SET	R AGENT DISCH SWITCH	
	R AGENT DISCH SWITCH	= RES*
	AND R RES AGENT DISCHARGE LIGHT	= 'RES AGENT DISCH

20.2.5.010.00\*

SET ENG BLEED AIR SWITCH TO OFF FOR AFFECTED ENGINE

	CHECKLIST	= SEQUENCE
SET	ENG BLEED AIR SWITCH 4	
	ENG BLEED AIR SWITCH 4	= OFF

20.2.5.011.00\*

DEPRESS PREPARE TO EJECT SWITCHLIGHT AND CALL ON ICS\*

C

20.2.5.011.01\*

DEPRESS PREPARE TO EJECT SWITCHLIGHT

	CHECKLIST	= SEQUENCE
DEPRESS	PREPARE TO EJECT	
	PREPARE TO EJECT SWITCHLIGHT	= 'PREPARE TO EJECT'

20.2.5.011.02\*

COPILOT GIVES 'PREPARE TO EJECT' COMMAND ON ICS

	CHECKLIST	= SEQUENCE
COMMUNICATE	CO-PILOT ICS	
	CO-PILOT ICS	= 'PREPARE TO EJECT'

20.2.5.012.00\*

COMPLETE 'BEFORE EJECTION' CHECKLIST\*

	CHECKLIST	= SEQUENCE
PERFORM	CHECKLIST	
	CHECKLIST	= PERFORMED*

20.2.5.013.00\*

ALL CREW MEMBERS EJECT

P/C/O/D

	PREPARE TO EJECT SWITCHLIGHT	= 'PREPARE TO EJECT'
	AND CO-PILOT ICS	= 'PREPARE TO EJECT'
	AND CHECKLIST	= PERFORMED
PULL	EJECTION HANDLE	
	EJECTION HANDLE	= PULLED

20.2.5.014.00\*

DUMP FUEL AS REQUIRED

C

	CHECKLIST	= SEQUENCE
SET	DUMP SWITCH	
	DUMP SWITCH	= DUMP*

20.2.5.015.00\*

LAND AS SOON AS POSSIBLE

P

	CHECKLIST	= SEQUENCE
LAND	A-V	
	A-V	= LANDED

20.3.1.001.00\*

SET OXYGEN REGULATOR KNOBS TO EMERG

20.3.1.001.01\*

SET OXYGEN REGULATOR KNOB TO EMERG

P

SET

CABIN OVER 10000 CAUTION LIGHT= 'CAB OVER 10000'\*

DILUTER-PRESSURE DEMAND RGLTRP

DILUTER-PRESSURE DEMAND RGLTRP= EMERG

20.3.1.001.02\*

SET OXYGEN REGULATOR KNOB TO EMERG

C

SET

PILOT ICS = 'CAB OVER 10000'

DILUTER-PRESSURE DEMAND-COP

DILUTER-PRESSURE DEMAND-COP = EMERG

20.3.1.001.03\*

SET OXYGEN REGULATOR KNOB TO EMERG

C

SET

PILOT ICS = 'CAB OVER 10000'

DILUTER-PRESSURE DEMAND-OSO

DILUTER-PRESSURE DEMAND-OSO = EMERG

20.3.1.001.04\*

SET OXYGEN REGULATOR KNOB TO EMERG

C

SET

PILOT ICS = 'CAB OVER 10000'

DILUTER-PRESSURE DEMAND-DSO

DILUTER-PRESSURE DEMAND-DSO = EMERG

20.3.1.002.00\*

SET CREW RAM AIR SOURCE SWITCH TO RAM

P

SET

CHECKLIST = SEQUENCE

CREW AIR SOURCE MODE SWITCH

CREW AIR SOURCE MODE SWITCH = RAM\*

20.3.1.003.00\*

DESCEND A-V TO AVIONICS RAM AIR COOLING OPERATIONAL ENVELOPE

	CHECKLIST	= SEQUENCE
FLY	A-V	
	A-V	= LOWER ALTITUDE*

20.3.1.004.00\*

DEPRESS MASTER CAUTION SWITCHLIGHT

	CHECKLIST	= SEQUENCE
DEPRESS	MASTER CAUTION SWITCHLIGHT	
	MASTER CAUTION SWITCHLIGHT	= OFF

20.3.1.005.00\*

CREW MEMBER STATUS CHECKED

P/C/O/D

20.3.1.005.01\*

CREW MEMBER STATUS CHECKED

	CHECKLIST	= SEQUENCE
CHECK	OXYGEN MASK P	
	PILOT ICS	= OXYGEN OKAY

20.3.1.005.02\*

CREW MEMBER STATUS CHECKED

	CHECKLIST	= SEQUENCE
CHECK	OXYGEN MASK C	
	CO-PILOT ICS	= OXYGEN OKAY

20.3.1.005.03\*

CREW MEMBER STATUS CHECKED

	CHECKLIST	= SEQUENCE
CHECK	OXYGEN MASK O	
	OSO ICS	= OXYGEN OKAY

20.3.1.005.04\*

CREW MEMBER STATUS CHECKED

CHECK

CHECKLIST

= SEQUENCE

OXYGEN MASK D

DSO ICS

= OXYGEN OKAY

20.3.1.006.00\*

LAND AS SOON AS PRACTICABLE

LAND

CHECKLIST

= SEQUENCE

A-V

A-V

= LANDED

20.3.2.001.00\*

SET CREW TEMP CONTROL KNOB TO FULL COLD POSITION

SET

CREW STATION

= HOT\*

CREW TEMP CONTROL

CREW TEMP CONTROL

= COLD

20.3.2.002.00\*

SET CREW TEMP SWITCH TO MAN

SET

CREW STATION

= HOT\*

CREW TEMP MODE SWITCH

CREW TEMP MODE SWITCH

= MAN

20.3.2.003.00\*

SET CREW TEMP SWITCH TO OFF

SET

CREW STATION

= HOT\*

CREW TEMP MODE SWITCH

CREW TEMP MODE SWITCH

= OFF

20.3.2.004.00\*

SET CREW RAM AIR SOURCE MODE SWITCH TO RAM

SET

CHECKLIST

= SEQUENCE

CREW AIR SOURCE MODE SWITCH

CREW AIR SOURCE MODE SWITCH

= RAM\*

20.3.2.005.00\*

SET ST AIR SOURCE SWITCH TO OFF

SET  
CREW STATION = HOT\*  
ST AIR SOURCE CONTROL SWITCH  
ST AIR SOURCE CONTROL SWITCH = OFF

20.3.2.006.00\*

SET INTMD AVIONICS AIR SOURCE SWITCH TO RAM

SET  
CHECKLIST = SEQUENCE  
INTMD AVIONICS AIR SOURCE SW  
INTMD AVIONICS AIR SOURCE SW = RAM\*

20.3.2.007.00\*

LAND AS SOON AS PRACTICABLE

LAND  
CHECKLIST = SEQUENCE  
A-V  
A-V = LANDED

20.3.3.001.00\*

SET CREW TEMP CONTROL KNOB TO HOT, FULL CW POSITION

SET  
CREW STATION = COLD\*  
CREW TEMP CONTROL  
CREW TEMP CONTROL = HOT

20.3.3.002.00\*

P/C/O/D

CLOSE AIR OUTLETS\*

CLOSE  
CREW STATION = COLD  
AIR OUTLETS  
AIR OUTLETS = CLOSED

20.3.3.003.00\*

SET CREW TEMP SWITCH TO MAN

SET  
CREW STATION = COLD\*  
CREW TEMP MODE SWITCH  
CREW TEMP MODE SWITCH = MAN

20.3.3.004.00\*

SET WINDSHIELD HEAT MODE SWITCH TO ALTER DEFOG

SET

CREW STATION = COLD\*

WINDSHIELD MODE SELECT SWITCH

WINDSHIELD MODE SELECT SWITCH = ALTER DEFOG

20.3.3.005.00\*

SET ST AIR SOURCE SWITCH TO OFF\*

SET

CREW STATION = COLD\*

ST AIR SOURCE CONTROL SWITCH

ST AIR SOURCE CONTROL SWITCH = OFF

20.3.3.006.00\*

SET CREW RAM AIR SOURCE MODE SWITCH TO RAM

SET

CHECKLIST = SEQUENCE

CREW AIR SOURCE MODE SWITCH

CREW AIR SOURCE MODE SWITCH = RAM\*

20.3.3.007.00\*

SET INTMD AVIONICS AIR SOURCE SWITCH TO RAM

SET

CHECKLIST = SEQUENCE

INTMD AVIONICS AIR SOURCE SW

INTMD AVIONICS AIR SOURCE SW = RAM\*

20.3.3.008.00\*

LAND AS SOON AS PRACTICABLE

LAND

CHECKLIST = SEQUENCE

A-V

A-V = LANDED

20.3.4.001.00\*

DEPRESS MASTER CAUTION SWITCHLIGHT

DEPRESS

AVIONICS COMPARTMENTS OVERHEAT = 'CREW COMPT AVIO\*

MASTER CAUTION SWITCHLIGHT

MASTER CAUTION SWITCHLIGHT = OFF



20.3.4.002.00\*

246

P/C

SET ALL NON-ESSENTIAL ELECTRICAL EQUIPMENT TO OFF

SET

CHECKLIST = SEQUENCE

ALL NON-ESSENTIAL ELECT EQUIP

ALL NON-ESSENTIAL ELECT EQUIP = OFF

20.3.4.003.00\*

P

DECELERATE AND DESCEND TO SUBSONIC CRUISE CONDITIONS\*

FLY

CHECKLIST = SEQUENCE

A-V

A-V = LOWER ALTITUDE

20.3.4.004.00\*

P

SET AVIONICS AND CREW AIR SOURCE MODE SWITCH TO RAM

SET

AVIONICS COMPARTMENTS OVERHEAT= 'CREW COMPT AVIO\*

R CTL AVIONICS AIR MODE SELECT  
CREW AIR SOURCE MODE SWITCH

R CTL AVIONICS AIR MODE SELECT= RAM\*  
AND CREW AIR SOURCE MODE SWITCH = RAM

20.3.4.005.00\*

P/C

TURN ON ELECTRICAL EQUIPMENT

SET

AVIONICS COMPARTMENTS OVERHEAT= OFF\*

ALL NON-ESSENTIAL ELECT EQUIP

ALL NON-ESSENTIAL ELECT EQUIP = ON\*

20.3.4.006.00\*

P

LAND AS SOON AS PRACTICABLE

LAND

CHECKLIST = SEQUENCE

A-V

A-V = LANDED

20.3.5.001.00\*

P/C/O/D

ATTACH OXYGEN MASKS

ATTACH

OXYGEN MASKS

OXYGEN MASKS = ON

20.3.5.002.00\*

SET OXYGEN REGULATOR AT 100 PERCENT

	CHECKLIST	= SEQUENCE
SET	OXYGEN REGULATORS	
	OXYGEN REGULATORS	= 100

20.3.5.003.00\*

P/C/O/D

PUT ON SMOKE HOODS

	CHECKLIST	= SEQUENCE
PLACE	SMOKE HOODS	
	SMOKE HOODS	= ON

20.3.5.004.00\*

P/C/O/D

CHECK SOURCE OF SMOKE FROM AIR OUTLETS OR FROM CONSOLE

	CHECKLIST	= SEQUENCE
CHECK	AIR OUTLETS	
	CONSOLE	
	AIR OUTLETS	= CHECKED

20.3.5.005.00\*

P

SET ENG BLEED AIR SWITCH TO OFF

	CHECKLIST	= SEQUENCE
SET	ENG BLEED AIR SWITCH 4	
	ENG BLEED AIR SWITCH 4	= OFF*

20.3.5.006.00\*

P

CHECK ALL REMAINING ENG BLEED AIR SWITCHES ARE ON

	ENG BLEED AIR SWITCH 4	= OFF*
CHECK	ENG BLEED AIR 1	
	ENG BLEED AIR 2	
	ENG BLEED AIR 3	
	ENG BLEED AIR 1	= ON*
	AND ENG BLEED AIR 2	= ON
	AND ENG BLEED AIR 3	= ON

20.3.5.007.00\*

MONITOR AVIONICS COMPART OVERHEAT & CREW COMPART FOR DEPRESS

CHECKLIST = SEQUENCE

MONITOR-VISUAL

AVIONICS COMPARTMENTS OVERHEAT  
CABIN OVER 10000 CAUTION LIGHTAVIONICS COMPARTMENTS OVERHEAT = OFF\*  
AND CABIN OVER 10000 CAUTION LIGHT = OFF

20.3.5.008.00\*

P

SET ST AIR SOURCE SWITCH TO OFF

CHECKLIST = SEQUENCE

SET

ST AIR SOURCE CONTROL SWITCH

ST AIR SOURCE CONTROL SWITCH = OFF\*

20.3.5.009.00\*

P

SET CREW RAM AIR SOURCE MODE SWITCH TO RAM

CHECKLIST = SEQUENCE

SET

CREW AIR SOURCE MODE SWITCH

CREW AIR SOURCE MODE SWITCH = RAM\*

20.3.5.010.00\*

P

SET INTMD AVIONICS AIR SOURCE SWITCH TO RAM

CHECKLIST = SEQUENCE

SET

INTMD AVIONICS AIR SOURCE SW

INTMD AVIONICS AIR SOURCE SW = RAM

20.3.5.011.00\*

P

LAND AS SOON AS PRACTICABLE

CHECKLIST = SEQUENCE

LAND

A-V

A-V = LANDED

20.3.5.012.00\*

P/C

SET ALL NON-ESSENTIAL ELECTRICAL EQUIPMENT TO OFF

CHECKLIST = SEQUENCE

SET

ALL NON-ESSENTIAL ELECT EQUIP

ALL NON-ESSENTIAL ELECT EQUIP = OFF\*

20.3.5.013.00\*

TURN ON ELECTRICAL EQUIPMENT

CHECKLIST = SEQUENCE

SET ALL NON-ESSENTIAL ELECT EQUIP

ALL NON-ESSENTIAL ELECT EQUIP = ON\*

20.3 5.014.00\*

LAND AS SOON AS PRACTICABLE

CHECKLIST = SEQUENCE

LAND A-V

A-V = LANDED

20.3.5.015.00\*

LAND AS SOON AS POSSIBLE IF SMOKE OR FUMES PERSIST

CHECKLIST = SEQUENCE

LAND A-V

A-V = LANDED

20.3.6.001.00\*

REDUCE AIRSPEED TO 450 KIAS OR LESS BEFORE EJECTION

A-V = TBD\*

FLY A-V

ALTITUDE-VERTICAL VELOCITY IND<sup>C</sup> 450\*

20.3.6.002.00\*

DEPRESS PREPARE TO EJECT SWITCHLIGHT

CHECKLIST = SEQUENCE

DEPRESS PREPARE TO EJECT

PREPARE TO EJECT = ON

20.3.6.003.00\*

ADVISE CREWMEMBERS

CHECKLIST = SEQUENCE

COMMUNICATE PILOT ICS

PILOT ICS = PREPARE TO EJECT

20.3.6.004.00\*

250  
P

TRANSMIT MAYDAY

	CHECKLIST	= SEQUENCE
TRANSMIT	PILOTS UHF	
	PILOTS UHF	= MAYDAY

20.3.6.005.C \*

C

SET IFF MASTER CONTROL KNOB

	CHECKLIST	= SEQUENCE
SET	MASTER CONTROL SELECT SWITCH	
	MASTER CONTROL SELECT SWITCH	= EMERG

20.3.6.006.00\*

P/C/O/D

CHECK RESTRAINT HARNESS INERTIAL REEL CONTROL IS LOCKED

	CHECKLIST	= SEQUENCE
CHECK	RESTRAINT ASSY INERTIAL REEL	
	RESTRAINT ASSY INERTIAL REEL	= LOCKED

20.3.6.007.00\*

P/C/O/D

CHECK OXYGEN MASK AND FITTINGS

	CHECKLIST	= SEQUENCE
CHECK	OXYGEN MASK	
	OXYGEN MASK	= CHECKED

20.3.6.008.00\*

P/C/O/D

CHECK SEAT ARMRESTS IN NORMAL HORIZONTAL POSITION

	CHECKLIST	= SEQUENCE
CHECK	SEAT ARMRESTS	
	SEAT ARMRESTS	= NORM HORIZ POSN*

20.3.7.001.00\*

P/C/O/D

PULL EJECTION HANDLE

	SEAT ARMRESTS	= NORM HORIZ POSN
PULL	EJECTION HANDLE	
	EJECTION HANDLE	= PULLED*

20.3.8.001.00\*

DEPRESS NORM THROT RESET PUSHBUTTON

DEPRESS

POWER LEVEL INDICATOR-ENG #4 =TBD\*

NORMAL THROTTLE RESET SWITCH-P

NORMAL THROTTLE RESET SWITCH-P= DEPRESSED  
AND POWER LEVEL INDICATOR-ENG #4 =TBD

20.3.8.002.00\*

SELECT INC OR DECR WITH THE ALTER THROT SW FOR AFFECTED ENG

SELECT

NORMAL THROTTLE RESET SWITCH-P= DEPRESSED  
AND POWER LEVEL INDICATOR-ENG #4 =TBD

PIL ALT THROTTLE SWITCH 4

PIL ALT THROTTLE SWITCH 4 = INC\*  
OR PIL ALT THROTTLE SWITCH 4 = DECR  
AND POWER LEVEL INDICATOR-ENG #4 = TBD

20.4.1.001.00\*

MAINTAIN AIR VEHICLE ATTITUDE & AIRSPEED WITHIN SAFE LIMITS

FLY

CORE RPM INDICATOR =TBD\*

A-V

VSD = TBD  
AND AIRSPEED-MACH NUMBER INDICATOR= TBD

20.4.1.002.00\*

RETARD THROTTLE ON AFFECTED ENGINE TO IDLE

ADJUST

CHECKLIST = SEQUENCE

THROTTLE LEVER 4

THROTTLE LEVER 4 = IDLE\*

20.4.1.003.00\*

SET ENGINE START SWITCH ON AFFECTED ENGINE TO OFF

SET

CHECKLIST = SEQUENCE

ENGINE START SWITCH 4

ENGINE START SWITCH 4 = OFF\*

20.4.1.004.00\*

ADJUST POWER LEVEL

	CHECKLIST	= SEQUENCE
ADJUST	THROTTLE LEVER 1 THROTTLE LEVER 2 THROTTLE LEVER 3	
	THROTTLE LEVER 1 AND THROTTLE LEVER 2 AND THROTTLE LEVER 3	= TBD = TBD = TBD

20.4.1.005.00\*

RETRIM AIR VEHICLE TO MAINTAIN DESIRED FLI ATTITUDE AND A-S

	CHECKLIST	= SEQUENCE
ADJUST	CONTROL STICK TRIM SWITCH YAW CONTROL TRIM SWITCH	
	FLIGHT CONTROL STICK AND RUDDER PEDALS	= NEUTRAL PRESSURE = NEUTRAL PRESSURE

20.4.1.006.00\*

LAND AS SOON AS PRACTICABLE

	CHECKLIST	= SEQUENCE
LAND	A-V A-V	= LANDED

20.4.2.001.00\*

MAINTAIN AIR VEHICLE ATTITUDE & AIRSPEED WITHIN SAFE LIMITS

	CORE RPM INDICATOR	=TBD*
FLY	A-V VSD AND AIRSPEED-MACH NUMBER INDICATOR	= TBD = TBD

20.4.2.002.00\*

DEPRESS ENGINE FIRE SWITCHLIGHT ON AFFECTED ENGINE

	CHECKLIST	= SEQUENCE
DEPRESS	ENGINE FIRE SWITCHLIGHT 4 ENGINE FIRE SWITCHLIGHT 4	= DEPRESSED*

20.4.2.003.00\*

RETARD THROTTLE ON AFFECTED ENGINE TO IDLE

CHECKLIST

= SEQUENCE

ADJUST

THROTTLE LEVER 4

THROTTLE LEVER 4

= IDLE

20.4.2.004.00\*

SET ENGINE START SWITCH ON AFFECTED ENGINE TO OFF

CHECKLIST

= SEQUENCE

SET

ENGINE START SWITCH 4

ENGINE START SWITCH 4

= OFF

20.4.2.005.00\*

ADJUST POWER LEVEL

CHECKLIST

= SEQUENCE

ADJUST

THROTTLE LEVER 1

THROTTLE LEVER 2

THROTTLE LEVER 3

THROTTLE LEVER 1  
AND THROTTLE LEVER 2  
AND THROTTLE LEVER 3

= TBD

= TBD

= TBD

20.4.2.006.00\*

RETRIM A-V TO MAINTAIN DESIRED FLIGHT ATTITUDE AND AIRSPEED

CHECKLIST

= SEQUENCE

ADJUST

CONTROL STICK TRIM SWITCH  
YAW CONTROL TRIM SWITCHFLIGHT CONTROL STICK  
AND RUDDER PEDALS

= NEUTRAL PRESSURE

= NEUTRAL PRESSURE

20.4.2.007.00\*

LAND AS SOON AS PRACTICABLE

CHECKLIST

= SEQUENCE

LAND

A-V

A-V

= LANDED



20.4.3.001.00\*

254

MAINTAIN A-V ATT & A-S WITHIN WINDMILLING AIRSTART ENVELOPE\*

FLY

ENG 1 CORE RPM INDICATOR      = TBD\*  
A-V  
VSD      = TBD  
AND AIRSPEED-MACH NUMBER INDICATOR = TBD

20.4.3.002.00\*

MOVE THROTTLE ON AFFECTED ENGINE TO IDLE

ADJUST

CHECKLIST      = SEQUENCE  
#1 THROTTLE LEVER  
#1 THROTTLE LEVER      = IDLE

20.4.3.003.00\*

SET ENGINE IGNITION SWITCH TO MANUAL

SET

CHECKLIST      = SEQUENCE  
IGNITION SWITCH  
IGNITION SWITCH      = MAN  
AND ENGINE IGNITION ADVISORY LIGHT = 'ENG IGN'

20.4.3.004.00\*

SET GENERATOR ON AFFECTED ENGINE TO RESET-OFF

SET

CHECKLIST      = SEQUENCE  
#1 GENERATOR MODE SWITCH  
#1 GENERATOR MODE SWITCH      = RESET-OFF\*  
AND #1 GENERATOR CAUTION LIGHT      = '1 GEN'  
AND ELECTRICAL CAUTION LIGHT      = 'ELEC'

20.4.3.005.00\*

SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO START\*

SET

CHECKLIST      = SEQUENCE  
ENGINE 1 START SWITCH  
ENGINE 1 START SWITCH      = START

20.4.3.006.00\*

MONITOR ENG TEMP AND CORE RPM DURING START

CHECKLIST = SEQUENCE

MONITOR-VISUAL

ENGINE 1 TEMP INDICATOR  
ENG 1 CORE RPM INDICATORENGINE 1 TEMP INDICATOR = TBD\*  
AND ENG 1 CORE RPM INDICATOR = TBD

20.4.3.007.00\*

SET GENERATOR ON AFFECTED ENGINE TO ON

CHECKLIST = SEQUENCE

SET

#1 GENERATOR MODE SWITCH

#1 GENERATOR MODE SWITCH = ON  
AND #1 GENERATOR CAUTION LIGHT = OFF

20.4.3.008.00\*

SET ENGINE IGNITION SWITCH TO AUTO

CHECKLIST = SEQUENCE

SET

IGNITION SWITCH

IGNITION SWITCH = AUTO  
AND ENGINE IGNITION ADVISORY LIGHT = OFF

20.4.3.009.00\*

SET POWER LEVEL ON AFFECTED ENGINE AS DESIRED\*

CHECKLIST = SEQUENCE

ADJUST

#1 THROTTLE LEVER

POWER LEVEL INDICATOR-ENG #1 = TBD

20.4.3.010.00\*

MOVE THROTTLE ON AFFECTED ENGINE TO IDLE\*

CHECKLIST = SEQUENCE

ADJUST

#1 THROTTLE LEVER

#1 THROTTLE LEVER = IDLE

20.4.3.011.00\*

SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO OFF\*

	CHECKLIST	= SEQUENCE
SET	ENGINE 1 START SWITCH	
	ENGINE 1 START SWITCH	= OFF

20.4.3.012.00\*

SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO START

	CHECKLIST	= SEQUENCE
SET	ENGINE 1 START SWITCH	
	ENGINE 1 START SWITCH	= START*

20.4.4.001.00\*

REDUCE AIRSPEED BELOW 350 KIAS\*

	ENG 1 CORE RPM INDICATOR	= TBD*
FLY	A-V	
	AIRSPEED-MACH NUMBER INDICATOR	< 350

20.4.4.002.00\*

MOVE THROTTLE ON AFFECTED ENGINE TO IDLE

	CHECKLIST	= SEQUENCE
ADJUST	#1 THROTTLE LEVER	
	#1 THROTTLE LEVER	= IDLE

20.4.4.003.00\*

SET ENGINE IGNITION SWITCH TO MANUAL

	CHECKLIST	= SEQUENCE
SET	IGNITION SWITCH	
	IGNITION SWITCH	= MAN
	AND ENGINE IGNITION ADVISORY LIGHT	= 'ENG IGN'

20.4.4.004.00\*

SET GENERATOR ON AFFECTED ENGINE TO RESET-OFF

	CHECKLIST	= SEQUENCE
SET	#1 GENERATOR MODE SWITCH	
	#1 GENERATOR MODE SWITCH	= RESET-OFF*
	AND #1 GENERATOR CAUTION LIGHT	= '1 GEN'
	AND ELECTRICAL CAUTION LIGHT	= 'ELEC'

20.4.4.005.00\*

CHECK WING SWEEP HANDLE AT 45 DEGREES OR LESS

	CHECKLIST	= SEQUENCE
CHECK	PILOTS WING SWEEP HANDLE	
	WING SWEEP POSITION INDICATOR = 45	
	OR WING SWEEP POSITION INDICATOR < 45	

20.4.4.006.00\*

SET APPLICABLE APU MODE SWITCH TO START

	CHECKLIST	= SEQUENCE
SET	LEFT APU MODE SWITCH	
	LEFT APU MODE SWITCH	= START*
	AND LEFT APU MODE SWITCH	= RUN
	AND LEFT RUN LIGHT	= 'L RUN'

20.4.4.007.00\*

SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO START

	CHECKLIST	= SEQUENCE
SET	ENGINE 1 START SWITCH	
	ENGINE 1 START SWITCH	= START*

20.4.4.008.00\*

MONITOR ENG TEMP AND CORE RPM DURING START

	CHECKLIST	= SEQUENCE
MONITOR-VISUAL	ENGINE 1 TEMP INDICATOR	
	ENG 1 CORE RPM INDICATOR	
	ENGINE 1 TEMP INDICATOR	= TBD*
	AND ENG 1 CORE RPM INDICATOR	= TBD

20.4.4.009.00\*

258

C

SET GENERATOR FOR AFFECTED ENGINE TO ON

	CHECKLIST	= SEQUENCE
SET	#1 GENERATOR MODE SWITCH	
	#1 GENERATOR MODE SWITCH	= ON
	AND #1 GENERATOR CAUTION LIGHT	= OFF

20.4.4.010.00\*

C

SET ENGINE IGNITION SWITCH TO AUTO

	CHECKLIST	= SEQUENCE
SET	IGNITION SWITCH	
	IGNITION SWITCH	= AUTO
	AND ENGINE IGNITION ADVISORY LIGHT	= OFF

20.4.4.011.00\*

P

SET POWER LEVEL ON AFFECTED ENGINE AS DESIRED\*

	CHECKLIST	= SEQUENCE
ADJUST	#1 THROTTLE LEVER	
	POWER LEVEL INDICATOR-ENG #1	= TBD

20.4.4.012.00\*

C

SET APPLICABLE APU MODE SWITCH TO OFF

	CHECKLIST	= SEQUENCE
SET	LEFT APU MODE SWITCH	
	LEFT APU MODE SWITCH	= OFF
	AND LEFT RUN LIGHT	= OFF

20.4.4.013.00\*

P

SET WING SWEEP HANDLE AS DESIRED

	CHECKLIST	= SEQUENCE
SET	PILOTS WING SWEEP HANDLE	
	WING SWEEP POSITION INDICATOR	= TBD

20.4.4.014.00\*

MOVE THROTTLE ON AFFECTED ENGINE TO IDLE\*

CHECKLIST = SEQUENCE

ADJUST

#1 THROTTLE LEVER

#1 THROTTLE LEVER = IDLE

20.4.4.015.00\*

SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO OFF\*

CHECKLIST = SEQUENCE

SET

ENGINE 1 START SWITCH

ENGINE 1 START SWITCH = OFF

20.4.4.016.00\*

SET ENG START-RUN SWITCH FOR AFFECTED ENGINE TO START\*

CHECKLIST = SEQUENCE

SET

ENGINE 1 START SWITCH

ENGINE 1 START SWITCH = START\*

20.4.5.001.00\*

MAINTAIN A-V ATTITUDE AND AIRSPEED WITHIN SAFE LIMITS

CORE RPM INDICATOR = TBD\*

FLY

A-V

VSD = TBD  
AND AIRSPEED-MACH NUMBER INDICATOR = TBD

20.4.5.002.00\*

MONITOR ENG TEMP TAPES

CHECKLIST = SEQUENCE

MONITOR-VISUAL

ENGINE 4 TEMP INDICATOR

ENGINE 4 TEMP INDICATOR &gt; TBD\*

20.4.5.003.00\*

MONITOR CORE RPM TAPES

CHECKLIST = SEQUENCE

MONITOR-VISUAL

CORE RPM INDICATOR

CORE RPM INDICATOR > TBD\*  
AND CORE RPM INDICATOR < TBD

P/C

C/O

20.4.5.004.00\*

MOVE THROTTLE ON AFFECTED ENGINE TO IDLE\*

	CHECKLIST	= SEQUENCE
ADJUST	#4 THROTTLE LEVER	
	#4 THROTTLE LEVER	= IDLE

20.4.5.005.00\*

SET ENG START-RUN SWITCH ON STALLED ENGINE TO OFF\*

	CHECKLIST	= SEQUENCE
SET	ENGINE 4 START SWITCH	
	ENGINE 4 START SWITCH	= OFF*

20.4.6.001.00\*

DEPRESS ENGINE FIRE SWITCHLIGHT FOR AFFECTED ENGINE

	ENGINE FIRE SWITCHLIGHT 4	= 'ENG FIRE'
	AND PILOT ICS	= FIRE TONE
DEPRESS	ENGINE FIRE SWITCHLIGHT 4	
	ENGINE FIRE SWITCHLIGHT 4	= DEPRESSED*

20.4.6.002.00\*

SET AGENT DISCH SWITCH TO MAIN FOR AFFECTED ENGINE

	CHECKLIST	= SEQUENCE
SET	R AGENT DISCH SWITCH	
	R AGENT DISCH SWITCH	= MAIN*
	AND R MAIN AGENT DISCHARGE LIGHT	= 'MAIN AGENT DISC

20.4.6.003.00\*

SET ENGINE START SWITCH TO OFF FOR AFFECTED ENGINE

	CHECKLIST	= SEQUENCE
SET	ENGINE START SWITCH 4	
	ENGINE START SWITCH 4	= OFF

20.4.6.004.00\*

MAINTAIN AIR VEHICLE ATTITUDE & AIRSPEED WITHIN SAFE LIMITS

CHECKLIST = SEQUENCE

FLY

A-V

VSD = TBD  
AND AIRSPEED-MACH NUMBER INDICATOR = TBD

20.4.6.005.00\*

DEPRESS MASTER AUDIO CUTOFF PUSHBUTTON

CHECKLIST = SEQUENCE

DEPRESS

MSTR AUDIO CUTOFF

MSTR AUDIO CUTOFF = DEPRESSED

20.4.6.006.00\*

SET SAME AGENT DISCH SWITCH TO RES FOR AFFECTED ENGINE

ENGINE FIRE SWITCHLIGHT 4 = 'ENG FIRE'

SET

R AGENT DISCH SWITCH

R AGENT DISCH SWITCH = RES  
AND R RES AGENT DISCHARGE LIGHT = 'RES AGENT DISCH'

20.4.6.007.00\*

DEPRESS PREPARE TO EJECT SWITCHLIGHT

ENGINE FIRE SWITCHLIGHT 4 = 'ENG FIRE'

DEPRESS

PREPARE TO EJECT

PREPARE TO EJECT SWITCHLIGHT = ON

20.4.6.008.00\*

ADVISE CREWMEMBERS OF DECISION TO EJECT

ENGINE FIRE SWITCHLIGHT 4 = 'ENG FIRE'

COMMUNICATE

PILOT ICS

PILOT ICS = PREPARE TO EJECT

20.4.6.009.00\*

COMPLETE 'BEFORE EJECTION' CHECKLIST\*

CHECKLIST = SEQUENCE

PERFORM

CHECKLIST

CHECKLIST = PERFORMED\*



20.4.6.010.00\*

262  
P/C/O/D

ALL CREW MEMBERS EJECT

PREPARE TO EJECT SWITCHLIGHT = ON  
AND PILOT ICS = PREPARE TO EJECT  
AND CHECKLIST = PERFORMED

PULL

EJECTION HANDLE

EJECTION HANDLE = PULLED\*

20.4.6.011.00\*

P

ADJUST POWER LEVEL ON GOOD ENGINES AS DESIRED

ENGINE START SWITCH 4 = OFF\*  
AND R RES AGENT DISCHARGE LIGHT = RES AGENT DISCH

ADJUST

THROTTLE LEVER 1  
THROTTLE LEVER 2  
THROTTLE LEVER 3

THROTTLE LEVER 1 = TBD  
AND THROTTLE LEVER 2 = TBD  
AND THROTTLE LEVER 3 = TBD

20.4.6.012.00\*

P

SET ENG BLEED AIR SWITCH TO OFF FOR AFFECTED ENGINE

CHECKLIST = SEQUENCE

SET

ENG BLEED AIR SWITCH 4

ENG BLEED AIR SWITCH 4 = OFF

20.4.6.013.00\*

C

DUMP FUEL AS REQUIRED

CHECKLIST = SEQUENCE

SET

DUMP SWITCH

DUMP SWITCH = DUMP

20.4.6.014.00\*

P

LAND AS SOON AS POSSIBLE

CHECKLIST = SEQUENCE

LAND

A-V

A-V = LANDED

20.4.7.001.00\*

C

DEPRESS APU FIRE SWITCHLIGHT FOR AFFECTED APU

	R APU FIRE SWITCHLIGHT	= 'APU FIRE'
	AND PILOT ICS	= FIRE TONE
DEPRESS	R APU FIRE SWITCHLIGHT	
	R APU FIRE SWITCHLIGHT	= DEPRESSED*

20.4.7.002.00\*

C

SET AGENT DISCH SWITCH TO MAIN FOR AFFECTED APU

	CHECKLIST	= SEQUENCE
SET	R AGENT DISCH SWITCH	
	R AGENT DISCH SWITCH	= MAIN*
	AND R MAIN AGENT DISCHARGE LIGHT	= 'MAIN AGENT DISC

20.4.7.003.00\*

C

SET APU MODE SWITCH TO OFF FOR AFFECTED APU\*

	CHECKLIST	= SEQUENCE
SET	MODE SWITCHES	
	MODE SWITCHES	= OFF*
	AND R RUN LIGHT	= OFF

20.4.7.004.00\*

P

MAINTAIN AIR VEHICLE ATTITUDE & AIRSPEED WITHIN SAFE LIMITS

	CHECKLIST	= SEQUENCE
FLY	A-V	
	VSD	= TBD
	AND AIRSPEED-MACH NUMBER INDICATOR	= TBD

20.4.7.005.00\*

C

DEPRESS MASTER AUDIO CUTOUT PUSHBUTTON

	CHECKLIST	= SEQUENCE
DEPRESS	MSTR AUDIO CUTOUT	
	MSTR AUDIO CUTOUT	= DEPRESSED

20.4.7.006.00\*

SET SAME AGENT DISCH SWITCH TO RES FOR AFFECTED APU

	R APU FIRE SWITCHLIGHT	= 'APU FIRE'*
SET	R AGENT DISCH SWITCH	
	R AGENT DISCH SWITCH	= RES
	AND R RES AGENT DISCHARGE LIGHT	= 'RES AGENT DISCH

20.4.7.007.00\*

LAND AS SOON AS PRACTICAL

	R APU FIRE SWITCHLIGHT	= OFF*
LAND	A-V	
	A-V	= LANDED

20.4.7.008.00\*

DEPRESS PREPARE TO EJECT SWITCHLIGHT

	R APU FIRE SWITCHLIGHT	= 'APU FIRE'
DEPRESS	PREPARE TO EJECT	
	PREPARE TO EJECT SWITCHLIGHT	= ON

20.4.7.009.00\*

ADVISE CREWMEMBERS OF DECISION TO EJECT

	R APU FIRE SWITCHLIGHT	= 'APU FIRE'
COMMUNICATE	PILOT ICS	
	PILOT ICS	= PREPARE TO EJECT

20.4.7.010.00\*

COMPLETE 'BEFORE EJECTION' CHECKLIST\*

	CHECKLIST	= SEQUENCE
PERFORM	CHECKLIST	
	CHECKLIST	= PERFORMED*

20.4.7.011.00\*

ALL CREW MEMBERS EJECT

PREPARE TO EJECT SWITCHLIGHT = ON  
AND PILOT ICS = PREPARE TO EJECT  
AND CHECKLIST = PERFORMED

PULL

EJECTION HANDLE  
EJECTION HANDLE = PULLED\*

20.4.8.001.00\*

MAINTAIN AIR VEHICLE ATTITUDE & AIRSPEED WITHIN SAFE LIMITS

#4 ENG OIL PRESS CAUTION LIGHT = ON  
AND ENGINE DIRECTOR CAUTION LIGHT = 'ENG'  
AND MASTER CAUTION SWITCHLIGHTS = ON

FLY

A-V  
VSD = TBD  
AND AIRSPEED-MACH NUMBER INDICATOR = TBD

20.4.8.002.00\*

DEPRESS MASTER CAUTION SWITCHLIGHT

ENGINE DIRECTOR CAUTION LIGHT = 'ENG'\*  
AND MASTER CAUTION SWITCHLIGHTS = ON  
AND #4 ENG OIL PRESS CAUTION LIGHT = ON

DEPRESS

MASTER CAUTION SWITCHLIGHT-COP  
MASTER CAUTION SWITCHLIGHT-COP = OFF  
AND ENGINE DIRECTOR CAUTION LIGHT = OFF

20.4.8.003.00\*

THROTTLE ON AFFECTED ENGINE TO IDLE

CHECKLIST = SEQUENCE

ADJUST

#4 THROTTLE LEVER  
#4 THROTTLE LEVER = IDLE

20.4.8.004.00\*

SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO OFF

#4 THROTTLE LEVER = IDLE

SET

ENGINE 4 START SWITCH  
ENGINE 4 START SWITCH = OFF

20.4.8.005.00\*

266  
P

ADJUST POWER LEVEL

CHECKLIST

= SEQUENCE

ADJUST

#1 THROTTLE LEVER  
#2 THROTTLE LEVER  
#3 THROTTLE LEVER

#1 THROTTLE LEVER  
AND #2 THROTTLE LEVER  
AND #3 THROTTLE LEVER

= TBD

= TBD

= TBD

20.4.8.006.00\*

P

RETRIM A-V TO MAINTAIN DESIRED FLIGHT ATTITUDE AND AIRSPEED

CHECKLIST

= SEQUENCE

ADJUST

PLT TRIM SW (ON CONTR STICK)  
PILOT YAW SWITCH

FLIGHT CONTROL STICK  
AND RUDDER PEDALS

= NEUTRAL PRESSURE

= NEUTRAL PRESSURE

20.4.8.007.00\*

P

LAND AS SOON AS PRACTICABLE

CHECKLIST

= SEQUENCE

LAND

A-V

A-V

= LANDED

20.4.9.001.00\*

P

MAINTAIN AIR VEHICLE ATTITUDE & AIRSPEED WITHIN SAFE LIMITS

VIB HIGH ANNUNCIATOR-ENG #4  
AND MASTER CAUTION SWITCHLIGHTS

= #4 VIB HIGH

= ON

FLY

A-V

VSD

= TBD

AND AIRSPEED-MACH NUMBER INDICATOR

= TBD

20.4.9.002.00\*

P

THROTTLE ON AFFECTED ENGINE TO IDLE

CHECKLIST

= SEQUENCE

ADJUST

#4 THROTTLE LEVER

#4 THROTTLE LEVER

= IDLE\*

20.4.9.003.00\*

DEPRESS MASTER CAUTION SWITCHLIGHT

VIB HIGH ANNUNCIATOR-ENG #4 = '4 VIB HIGH'  
 AND MASTER CAUTION SWITCHLIGHTS = ON

DEPRESS

MASTER CAUTION SWITCHLIGHT-COP

MASTER CAUTION SWITCHLIGHT-COP= OFF\*  
 AND VIB HIGH ANNUNCIATOR-ENG #4 = '4 VIB HIGH'

20.4.9.004.00\*

SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO OFF

#4 THROTTLE LEVER = IDLE  
 AND VIB HIGH ANNUNCIATOR-ENG #4 = '4 VIB HIGH'

SET

ENGINE 4 START SWITCH

ENGINE 4 START SWITCH = OFF

20.4.9.005.00\*

ADJUST POWER LEVEL

CHECKLIST = SEQUENCE

ADJUST

#1 THROTTLE LEVER  
 #2 THROTTLE LEVER  
 #3 THROTTLE LEVER

#1 THROTTLE LEVER = TBD  
 AND #2 THROTTLE LEVER = TBD  
 AND #3 THROTTLE LEVER = TBD

20.4.9.006.00\*

RETRIM A-V TO MAINTAIN DESIRED FLIGHT ATTITUDE AND AIRSPEED

CHECKLIST = SEQUENCE

ADJUST

PLT TRIM SW (ON CONTR STICK)  
 PILOT YAW SWITCH

FLIGHT CONTROL STICK = NEUTRAL PRESSURE  
 AND RUDDER PEDALS = NEUTRAL PRESSURE

20.4.9.007.00\*

LAND AS SOON AS PRACTICABLE

CHECKLIST = SEQUENCE

LAND

A-V

A-V

= LANDED

C

20.5.1.001.00\*

DEPRESS MASTER CAUTION SWITCHLIGHT

#1 TANK TRANSFER SWITCH      =TRANSFER\*  
 AND #4 TANK TRANSFER SWITCH      =TRANSFER  
 AND MASTER CAUTION SWITCHLIGHTS      = ON

DEPRESS

MASTER CAUTION SWITCHLIGHT-COP

MASTER CAUTION SWITCHLIGHT-COP= OFF

20.5.1.002.00\*

C

CHECK L AND R MAIN FILL VALVE SWITCHES ARE OPEN

CHECKLIST      = SEQUENCE

CHECK

L MAIN FILL VALVE SWITCH  
 R MAIN FILL VALVE SWITCH

L MAIN FILL VALVE SWITCH      = OPEN  
 AND R MAIN FILL VALVE SWITCH      = OPEN

20.5.1.003.00\*

C

SET BLST TK ISLN SWITCH TO OPEN

CHECKLIST      = SEQUENCE

SET

BALLAST TANK ISOLATION SWITCH

BALLAST TANK ISOLATION SWITCH = OPEN

20.5.1.004.00\*

C

SET TANKS NO. 2 AND NO. 3 FILL VALVE SWITCHES TO OPEN

CHECKLIST      = SEQUENCE

SET

#2 FILL VALVE SWITCH  
 #3 FILL VALVE SWITCH

#2 FILL VALVE SWITCH      = OPEN  
 AND #3 FILL VALVE SWITCH      = OPEN

20.5.1.005.00\*

C

SET TANK NO. 1 TRANSFER PUMP SWITCH TO ON

CHECKLIST      = SEQUENCE

SET

#1 TANK TRANSFER SWITCH

#1 TANK TRANSFER SWITCH      = ON



20.5.1.006.00\*

SET TANK NO. 2 TRANSFER PUMP SWITCH TO ON

CHECKLIST = SEQUENCE

SET

#2 TANK TRANSFER SWITCH

#2 TANK TRANSFER SWITCH = ON

20.5.1.007.00\*

SET TANK NO. 4 TRANSFER PUMP SWITCH TO ON

CHECKLIST = SEQUENCE

SET

#4 TANK TRANSFER SWITCH

#4 TANK TRANSFER SWITCH = ON

20.5.1.008.00\*

SET TANK NO. 3 TRANSFER PUMP SWITCH TO ON

CHECKLIST = SEQUENCE

SET

#3 TANK TRANSFER SWITCH

#3 TANK TRANSFER SWITCH = ON

20.5.1.009.00\*

SET SELECT TANK SWITCH TO MAIN TANKS

CHECKLIST = SEQUENCE

SET

SELECT TANK SWITCH

SELECT TANK SWITCH = MAIN

20.5.1.010.00\*

MONITOR FUEL QUANTITY IN FUEL TANKS NO. 1 AND NO. 4

CHECKLIST = SEQUENCE

MONITOR-VISUAL

FUS #1 QTY TAPE INDICATOR

FUS #4 QTY TAPE INDICATOR

FUS #1 QTY TAPE INDICATOR = TBD

AND FUS #4 QTY TAPE INDICATOR = TBD

20.5.1.011.00\*

SET TANK NO. 3 TRANSFER PUMP SWITCH TO AUTO

CHECKLIST = SEQUENCE

SET

#3 TANK TRANSFER SWITCH

#3 TANK TRANSFER SWITCH = AUTO



20.5.1.012.00\*

SET TANK NO. 4 TRANSFER PUMP SWITCH TO AUTO

CHECKLIST = SEQUENCE

SET

#4 TANK TRANSFER SWITCH

#4 TANK TRANSFER SWITCH = AUTO

20.5.1.013.00\*

SET TANK NO. 2 TRANSFER PUMP SWITCH TO AUTO

CHECKLIST = SEQUENCE

SET

#2 TANK TRANSFER SWITCH

#2 TANK TRANSFER SWITCH = AUTO

20.5.1.014.00\*

SET TANK NO. 1 TRANSFER PUMP SWITCH TO AUTO

CHECKLIST = SEQUENCE

SET

#1 TANK TRANSFER SWITCH

#1 TANK TRANSFER SWITCH = AUTO

20.5.1.015.00\*

SET TANKS NO. 2 AND NO. 3 FILL VALVE SWITCHES TO AUTO

CHECKLIST = SEQUENCE

SET

#2 FILL VALVE SWITCH

#3 FILL VALVE SWITCH

#2 FILL VALVE SWITCH = AUTO  
AND #3 FILL VALVE SWITCH = AUTO

20.5.1.016.00\*

SET BLST TK ISLN SWITCH TO AUTO

CHECKLIST = SEQUENCE

SET

BALLAST TANK ISOLATION SWITCH

BALLAST TANK ISOLATION SWITCH = OPEN

20.5.2.001.00\*

DEPRESS MASTER CAUTION SWITCHLIGHT

FUEL COOLING LOOP RETURN LIGHT= 'FUEL CLG LOOP R\*  
AND MASTER CAUTION SWITCHLIGHTS = ON

DEPRESS

MASTER CAUTION SWITCHLIGHT-COP

MASTER CAUTION SWITCHLIGHT-COP= OFF  
AND MASTER CAUTION SWITCHLIGHT-PIL= OFF

20.5.2.002.00\*

SET FUEL COOLING LOOP RETURN SWITCH TO OPEN

CHECKLIST = SEQUENCE

SET

FUEL COOLING LOOP RETURN SW

FUEL COOLING LOOP RETURN SW = OPEN\*

20.5.2.003.00\*

MONITOR OIL HOT CAUTION LIGHTS

FUEL COOLING LOOP RETURN LIGHT= 'FUEL CLG LOOP R\*

MONITOR-VISUAL

OIL HOT ANNUNCIATORS

OIL HOT ANNUNCIATORS = ON\*

20.5.3.001.00\*

DEPRESS MASTER CAUTION SWITCHLIGHT

FUEL COOLING LOOP CROSSOVER LT= 'FUEL CLG LOOP C\*  
AND MASTER CAUTION SWITCHLIGHTS = ON

DEPRESS

MASTER CAUTION SWITCHLIGHT-COP

MASTER CAUTION SWITCHLIGHT-COP= OFF  
AND MASTER CAUTION SWITCHLIGHT-PIL= OFF

20.5.3.002.00\*

SET FUEL COOLING LOOP CROSSOVER SWITCH TO OPEN

CHECKLIST = SEQUENCE

SET

COOLING FUEL LOOP CROSSOVER SW

COOLING FUEL LOOP CROSSOVER SW= OPEN

20.5.3.003.00\*

272  
P

SET FUEL COOLING LOOP RETURN SWITCH TO OPEN

SET

FUEL COOLING LOOP CROSSOVER LT= \*FUEL CLG LOOP C\*  
FUEL COOLING LOOP RETURN SW  
FUEL COOLING LOOP RETURN SW = OPEN

20.5.3.004.00\*

P

REDUCE AIRSPEED BELOW 370 KIAS\*

FLY

CHECKLIST = SEQUENCE  
A-V  
AIRSPEED-MACH NUMBER INDICATOR < 370

20.5.4.001.00\*

C

DEPRESS MASTER CAUTION SWITCHLIGHT

DEPRESS

FUEL COOLING SCOOP C = \*FUEL CLG SCOOP\*  
AND MASTER CAUTION SWITCHLIGHTS = ON  
MASTER CAUTION SWITCHLIGHT-COP  
MASTER CAUTION SWITCHLIGHT-COP = OFF  
AND MASTER CAUTION SWITCHLIGHT-PIL = OFF

20.5.4.002.00\*

P

REDUCE AIRSPEED BELOW 370 KIAS\*

FLY

CHECKLIST = SEQUENCE  
A-V  
AIRSPEED-MACH NUMBER INDICATOR < 370

20.5.4.003.00\*

P

INCREASE FUEL FLOW TO ABOVE 17400 PER HOUR PER NACELLE\*

ADJUST

CHECKLIST = SEQUENCE  
#3 THROTTLE LEVER  
#4 THROTTLE LEVER  
FUEL FLOW INDICATOR-TAPE 3 > TBD\*  
AND FUEL FLOW INDICATOR-TAPE 4 > TBD

20.5.4.004.00\*

LAND AS SOON AS PRACTICABLE\*

LAND

CHECKLIST

= SEQUENCE

A-V

A-V

= LANDED

20.5.5.001.00\*

DEPRESS MASTER CAUTION SWITCHLIGHT

DEPRESS

GENERATOR OFF LIGHTS = ON\*  
 AND ELECTRICAL CAUTION LIGHT = 'ELEC'  
 AND MASTER CAUTION SWITCHLIGHTS = ON

MASTER CAUTION SWITCHLIGHT-COP

MASTER CAUTION SWITCHLIGHT-COP = OFF  
 AND MASTER CAUTION SWITCHLIGHT-PIL = OFF  
 AND ELECTRICAL CAUTION LIGHT = OFF

20.5.5.002.00\*

CHECK FUEL TRANSFER PUMP SWITCHES IN AUTO

CHECK

CHECKLIST

= SEQUENCE

TRANSFER PUMP SWITCHES

TRANSFER PUMP SWITCHES

= AUTO\*

20.5.5.003.00\*

SET FUEL TRANSFER PUMP SWITCHES TO OFF

SET

CHECKLIST

= SEQUENCE

TRANSFER PUMP SWITCHES

TRANSFER PUMP SWITCHES

= OFF\*

20.5.5.004.00\*

SET FUEL FILL VALVE SWITCHES TO CLOSED

SET

CHECKLIST

= SEQUENCE

FILL VALVE SWITCHES

FILL VALVE SWITCHES

= CL

20.5.5.005.00\*

SELECTIVELY SET TRANSFER PUMP SWITCH TO ON AND RETURN TO OFF\*

CHECKLIST = SEQUENCE

SET

#4 TANK TRANSFER SWITCH

#4 TANK TRANSFER SWITCH = ON\*  
 AND #4 TANK TRANSFER SWITCH = OFF

20.6.1.001.00\*

DEPRESS MASTER CAUTION SWITCHLIGHT

#1 GENERATOR CAUTION LIGHT = '1 GEN\*'  
 AND ELECTRICAL CAUTION LIGHT = 'ELEC'  
 AND MASTER CAUTION SWITCHLIGHTS = ON

DEPRESS

MASTER CAUTION SWITCHLIGHT-COP

MASTER CAUTION SWITCHLIGHT-COP = OFF  
 AND MASTER CAUTION SWITCHLIGHT-PIL = OFF  
 AND ELECTRICAL CAUTION LIGHT = OFF

20.6.1.002.00\*

SET SWITCH FOR FAILED GENERATOR UNIT TO RESET-OFF AND ON

#1 GENERATOR CAUTION LIGHT = '1 GEN\*'  
 AND #1 CSD CAUTION LIGHT = '1 CSD'

SET

#1 GENERATOR MODE SWITCH

#1 GENERATOR MODE SWITCH = RESET-OFF\*  
 AND #1 GENERATOR MODE SWITCH = ON  
 AND #1 GENERATOR CAUTION LIGHT = OFF

20.6.1.003.00\*

SET VOLTAGE-FREQUENCY SELECTOR TO APPLICABLE GENERATOR

CHECKLIST = SEQUENCE

SET

VOLTAGE-FREQ SELECTOR SWITCH

VOLTAGE-FREQ SELECTOR SWITCH = 1 GEN\*  
 AND VOLTAGE METER = TBD  
 AND FREQUENCY METER = TBD

20.6.1.004.00\*

CONTINUE FLIGHT\*

CHECKLIST = SEQUENCE

FLY

A-V

A-V

= FLIGHT CONTINUED

20.6.1.005.00\*

P

LAND AS SOON AS PRACTICAL\*

LAND

CHECKLIST

= SEQUENCE

A-V

A-V

= LANDED

20.6.1.006.00\*

P

LAND AS SOON AS POSSIBLE\*

LAND

CHECKLIST

= SEQUENCE

A-V

A-V

= LANDED

20.6.2.001.00\*

C

DEPRESS MASTER CAUTION SWITCHLIGHT

DEPRESS

ELECTRICAL CAUTION LIGHT = 'ELEC \*\*  
AND MASTER CAUTION SWITCHLIGHTS = ON

MASTER CAUTION SWITCHLIGHT-COP

MASTER CAUTION SWITCHLIGHT-COP = OFF  
AND MASTER CAUTION SWITCHLIGHT-PIL = OFF  
AND ELECTRICAL CAUTION LIGHT = OFF

20.6.2.002.00\*

C

SET EMERGENCY GENERATOR SWITCH TO ON

SET

#1 GENERATOR CAUTION LIGHT = '1 GEN'  
AND #2 GENERATOR CAUTION LIGHT = '2 GEN'

EMERGENCY GENERATOR CONTROL SW

EMERGENCY GENERATOR CONTROL SW = ON\*  
AND EMERG GENERATOR ADVISORY LT = 'EMERG GEN ON'

20.6.2.003.00\*

C

SET VOLTAGE-FREQUENCY SELECTOR TO THE ESSENTIAL BUS

SET

CHECKLIST

= SEQUENCE

VOLTAGE-FREQ SELECTOR SWITCH

VOLTAGE-FREQ SELECTOR SWITCH = ESNTL BUS  
AND VOLTAGE METER = TBD  
AND FREQUENCY METER = TBD

20.6.2.004.00\*

SET SWITCHES FOR FAILED GENERATORS TO RESET-OFF AND ON

SET

#1 GENERATOR MODE SWITCH  
#2 GENERATOR MODE SWITCH

20.6.2.004.01\*

SET SWITCH FOR #1 FAILED GENERATOR TO RESET-OFF AND ON#1 GENERATOR CAUTION LIGHT = '1 GEN'  
AND #1 CSD CAUTION LIGHT = '1 CSD'

SET

#1 GENERATOR MODE SWITCH  
#1 GENERATOR MODE SWITCH = RESET-OFF\*  
AND #1 GENERATOR MODE SWITCH = ON  
AND #1 GENERATOR CAUTION LIGHT = OFF

20.6.2.004.02\*

SET SWITCH FOR #2 FAILED GENERATOR TO RESET-OFF AND ON#2 GENERATOR CAUTION LIGHT = '2 GEN'  
AND #2 CSD CAUTION LIGHT = '2 CSD'

SET

#2 GENERATOR MODE SWITCH  
#2 GENERATOR MODE SWITCH = RESET-OFF\*  
AND #2 GENERATOR MODE SWITCH = ON  
AND #2 GENERATOR CAUTION LIGHT = OFF

20.6.2.005.00\*

SET EMERGENCY GENERATOR SWITCH TO AUTO#1 GENERATOR CAUTION LIGHT = OFF  
AND #2 GENERATOR CAUTION LIGHT = OFF

SET

EMERGENCY GENERATOR CONTROL SW

EMERGENCY GENERATOR CONTROL SW = AUTO\*

20.6.2.006.00\*

SET VOLTAGE-FREQUENCY SELECTOR TO THE ESSENTIAL BUS#1 GENERATOR CAUTION LIGHT = '1 GEN'  
AND #2 GENERATOR CAUTION LIGHT = '2 GEN'

SET

VOLTAGE-FREQ SELECTOR SWITCH

VOLTAGE-FREQ SELECTOR SWITCH = ESNTL BUS  
AND VOLTAGE METER = TBD  
AND FREQUENCY METER = TBD

20.6.2.007.00\*

P

LAND AS SOON AS PRACTICAL\*

CHECKLIST = SEQUENCE

LAND

A-V

A-V

= LANDED

20.6.2.008.00\*

P

LAND AS SOON AS POSSIBLE\*

CHECKLIST = SEQUENCE

LAND

A-V

A-V

= LANDED

20.6.3.001.00\*

C

DEPRESS MASTER CAUTION SWITCHLIGHT

ELECTRICAL CAUTION LIGHT = 'ELEC'\*

AND MASTER CAUTION SWITCHLIGHTS = ON

DEPRESS

MASTER CAUTION SWITCHLIGHT-COP

MASTER CAUTION SWITCHLIGHT-COP = OFF  
AND MASTER CAUTION SWITCHLIGHT-PIL = OFF  
AND ELECTRICAL CAUTION LIGHT = OFF

20.6.3.002.00\*

C

SET EMERGENCY GENERATOR SWITCH TO ON#1 GENERATOR CAUTION LIGHT = '1 GEN'  
AND #2 GENERATOR CAUTION LIGHT = '2 GEN'  
AND #3 GENERATOR CAUTION LIGHT = '3 GEN'

SET

EMERGENCY GENERATOR CONTROL SW

EMERGENCY GENERATOR CONTROL SW = ON\*  
AND EMERG GENERATOR ADVISORY LT = 'EMERG GEN ON'

20.6.3.003.00\*

C

SET VOLTAGE-FREQUENCY SELECTOR TO THE ESSENTIAL BUS

CHECKLIST = SEQUENCE

SET

VOLTAGE-FREQ SELECTOR SWITCH

VOLTAGE-FREQ SELECTOR SWITCH = ESNTL BUS  
AND VOLTAGE METER = TBD  
AND FREQUENCY METER = TBD



20.6.3.004.00\*

C

SET SWITCHES FOR FAILED GENERATORS TO RESET-OFF AND ON

	GENERATOR OFF LIGHTS	= ON*
	AND CSD CAUTION LIGHTS	= ON
SET	GENERATOR MODE SWITCHES	
	GENERATOR MODE SWITCHES	= RESET-OFF*
	AND GENERATOR MODE SWITCHES	= ON
	AND GENERATOR OFF LIGHTS	= OFF

20.6.3.005.00\*

C

SET EMERGENCY GENERATOR SWITCH TO AUTO

	GENERATOR OFF LIGHTS	= OFF
SET	EMERGENCY GENERATOR CONTROL SW	
	EMERGENCY GENERATOR CONTROL SW	= AUTO*

20.6.3.006.00\*

C

SET VOLTAGE-FREQUENCY SELECTOR TO THE ESSENTIAL BUS

	GENERATOR OFF LIGHTS	= ON
SET	VOLTAGE-FREQ SELECTOR SWITCH	
	VOLTAGE-FREQ SELECTOR SWITCH	= ESNTL BUS
	AND VOLTAGE METER	= TBD
	AND FREQUENCY METER	= TBD

20.6.3.007.00\*

P

LAND AS SOON AS POSSIBLE\*

	CHECKLIST	= SEQUENCE
LAND	A-V	
	A-V	= LANDED

20.6.4.001.00\*

P

CONTINUE FLIGHT

	LEFT BUS TIE EM INDICATOR	= 'TIE OPEN'*
	OR RIGHT BUS TIE EM INDICATOR	= 'TIE OPEN'
FLY	A-V	
	A-V	= FLIGHT CONTINUED

20.6.5.001.00\*

CONTINUE FLIGHT

LEFT BUS TIE EM INDICATOR = 'TIE OPEN'\*  
 AND RIGHT BUS TIE EM INDICATOR = 'TIE OPEN'

FLY

A-V

A-V

= FLIGHT CONTINUED

20.6.6.001.00\*

C

DEPRESS MASTER CAUTION SWITCHLIGHT

#1 BUS CAUTION LIGHT = '1 BUS'\*  
 AND ELECTRICAL CAUTION LIGHT = 'ELEC'  
 AND MASTER CAUTION SWITCHLIGHTS = ON

DEPRESS

MASTER CAUTION SWITCHLIGHT-COP

MASTER CAUTION SWITCHLIGHT-COP = OFF  
 AND MASTER CAUTION SWITCHLIGHT-PIL = OFF  
 AND ELECTRICAL CAUTION LIGHT = OFF

20.6.6.002.00\*

C

SET VOLTAGE-FREQUENCY SELECTOR TO APPLICABLE BUS

CHECKLIST = SEQUENCE

SET

VOLTAGE-FREQ SELECTOR SWITCH

VOLTAGE-FREQ SELECTOR SWITCH = 1 BUS  
 AND VOLTAGE METER = TBD  
 OR FREQUENCY METER = TBD

20.6.6.003.00\*

P

LAND AS SOON AS PRACTICAL\*

CHECKLIST = SEQUENCE

LAND

A-V

A-V

= LANDED

20.6.6.004.00\*

P

LAND AS SOON AS POSSIBLE\*

CHECKLIST = SEQUENCE

LAND

A-V

A-V

= LANDED

20.6.7.001.00\*

280  
P/C/O/D

ALL CREWMEMBERS EJECT

PULL

ELECTRICAL CONTROL PANEL

→=TBD\*

EJECTION HANDLE

EJECTION HANDLE

= PULLED

20.7.1.001.00\*

DEPRESS MASTER CAUTION SWITCHLIGHT

C

HYDRAULIC LIGHT = 'HYD' \*  
AND MASTER CAUTION SWITCHLIGHTS = ON

DEPRESS

MASTER CAUTION SWITCHLIGHT-COP

MASTER CAUTION SWITCHLIGHT-COP= OFF  
AND MASTER CAUTION SWITCHLIGHT-PIL= OFF  
AND HYDRAULIC LIGHT = OFF

20.7.1.002.00\*

LAND AS SOON AS PRACTICAL

P

#1 HYD QUANTITY INDICATOR →=TBD\*  
OR #1 HYD PRESSURE INDICATOR →=TBD

LAND

A-V

A-V

= LANDED

20.7.1.003.00\*

LAND AS SOON AS PRACTICAL

P

#1 HYD QUANTITY INDICATOR →=TBD\*  
AND #2 HYD QUANTITY INDICATOR →=TBD

LAND

A-V

A-V

= LANDED

20.7.1.004.00\*

LAND AS SOON AS POSSIBLE

P

#1 HYD QUANTITY INDICATOR →=TBD\*  
AND #2 HYD QUANTITY INDICATOR →=TBD  
AND #3 HYD QUANTITY INDICATOR →=TBD

LAND

A-V

A-V

= LANDED

20.7.1.005.00\*

DEPRESS PREPARE TO EJECT SWITCHLIGHT

HYDRAULIC QUANTITY INDICATORS =TBD\*  
OR HYDRAULIC PRESSURE INDICATORS =TBD

DEPRESS

PREPARE TO EJECT

PREPARE TO EJECT SWITCHLIGHT = ON

20.7.1.006.00\*

ADVISE CREWMEMBERS OF DECISION TO EJECT

HYDRAULIC QUANTITY INDICATORS =TBD  
OR HYDRAULIC PRESSURE INDICATORS =TBD

COMMUNICATE

PILOT ICS

PILOT ICS

= PREPARE TO EJECT

20.7.1.007.00\*

P/C/O/D

COMPLETE 'BEFORE EJECTION' CHECKLIST\*

CHECKLIST

= SEQUENCE

PERFORM

CHECKLIST

CHECKLIST

= PERFORMED\*

20.7.1.008.00\*

P/C/O/D

ALL CREWMEMBERS EJECT

PREPARE TO EJECT SWITCHLIGHT  
AND PILOT ICS  
AND CHECKLIST

= ON  
= PREPARE TO EJECT  
= PERFORMED

PULL

EJECTION HANDLE

EJECTION HANDLE

= PULLED\*

20.7.2.001.00\*

DEPRESS MASTER CAUTION SWITCHLIGHT

HYDRAULIC LIGHT  
AND MASTER CAUTION SWITCHLIGHTS

= 'HYD'\*  
= ON

DEPRESS

MASTER CAUTION SWITCHLIGHT-COP

MASTER CAUTION SWITCHLIGHT-COP= OFF  
AND MASTER CAUTION SWITCHLIGHT-PIL= OFF  
AND HYDRAULIC LIGHT = OFF

20.7.2.002.00\*

P

PULL FLIGHT CONTROL STICK DISCONNECT HANDLE

#2 HYD QUANTITY INDICATOR	= TBD*
AND #3 HYD QUANTITY INDICATOR	= TBD
AND #4 HYD QUANTITY INDICATOR	= TBD

PULL

FLT CONTR STCK DISCONNECT HNDL

FLT CONTR STCK DISCONNECT HNDL= PULLED

20.7.2.003.00\*

C

MAINTAIN CONTROL OF A-V WITH COPILOT'S STICK THROUGH SCAS

FLT CONTR STCK DISCONNECT HNDL= PULLED

FLY

A-V

A-V

= CONTROLLED\*

20.8.1.001.00\*

C

DEPRESS MASTER CAUTION SWITCHLIGHT

SMCS CAUTION LIGHT	= 'SMCS'--FLASHING*
AND MASTER CAUTION SWITCHLIGHTS	= ON

DEPRESS

MASTER CAUTION SWITCHLIGHT-COP

MASTER CAUTION SWITCHLIGHT-COP	= OFF
AND MASTER CAUTION SWITCHLIGHT-PIL	= OFF
AND SMCS CAUTION LIGHT	= 'SMCS'--STEADY

20.8.1.002.00\*

C

SET SMCS MODE SWITCH TO RESET MOMENTARILY AND RETURN TO ON

SMCS CAUTION LIGHT	= 'SMCS'--STEADY
--------------------	------------------

SET

SMCS SWITCH

SMCS SWITCH	= RESET
AND SMCS SWITCH	= ON
AND SMCS CAUTION LIGHT	= 'SMCS'--STEADY

20.8.1.003.00\*

C

SET SMCS MODE SWITCH TO OFF

SMCS CAUTION LIGHT	= 'SMCS'--STEADY
--------------------	------------------

SET

SMCS SWITCH

SMCS SWITCH	= OFF*
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20.8.2.001.00\*

MAINTAIN AIR VEHICLE ATTITUDE & AIRSPEED WITHIN SAFE LIMITS

PITCH TRIM CAUTION LIGHT = 'PITCH TRIM'-FL  
AND MASTER CAUTION SWITCHLIGHTS = ON

FLY

A-V

VSD = TBD  
AND AIRSPEED-MACH NUMBER INDICATOR = TBD

20.8.2.002.00\*

DEPRESS MASTER CAUTION SWITCHLIGHT

PITCH TRIM CAUTION LIGHT = 'PITCH TRIM'-FL  
AND MASTER CAUTION SWITCHLIGHTS = ON

DEPRESS

MASTER CAUTION SWITCHLIGHT-COP

MASTER CAUTION SWITCHLIGHT-COP = OFF  
AND MASTER CAUTION SWITCHLIGHT-PIL = OFF  
AND PITCH TRIM CAUTION LIGHT = 'PITCH TRIM'-ST

20.8.2.003.00\*

SET PITCH TRIM POWER SWITCH TO ALTER AND RETURN TO NORM

PITCH TRIM CAUTION LIGHT = 'PITCH TRIM'-ST

SET

PITCH TRIM SWITCH

PITCH TRIM SWITCH = ALTER\*  
AND PITCH TRIM SWITCH = NORM  
AND PITCH TRIM CAUTION LIGHT = 'PITCH TRIM'-ST

20.8.2.004.00\*

SET PITCH TRIM POWER SWITCH TO ALTER

PITCH TRIM CAUTION LIGHT = 'PITCH TRIM'-ST

SET

PITCH TRIM SWITCH

PITCH TRIM SWITCH = ALTER\*  
AND PITCH TRIM CAUTION LIGHT = OFF

20.8.2.005.00\*

SET PITCH TRIM POWER SWITCH TO STBY

PLT TRIM SW (ON CONTR STICK) = INOPERATIVE\*  
AND CPLT TRIM SW (ON CONTR STICK) = INOPERATIVE

SET

PITCH TRIM SWITCH

PITCH TRIM SWITCH = STBY\*

20.8.2.006.00\*

284

P

SELECT UP OR DOWN ON PILOT'S STBY PITCH SWITCH

	PITCH TRIM SWITCH	= STBY*
SELECT	PILOT STBY PITCH SWITCH	
	PILOT STBY PITCH SWITCH	= UP*
	OR PILOT STBY PITCH SWITCH	= DN
	AND PILOT STBY PITCH SWITCH	= OFF

20.8.2.007.00\*

P

LAND AS SOON AS PRACTICABLE

	CHECKLIST	= SEQUENCE
FLY	A-V	
	A-V	= LANDED

20.8.3.001.00\*

P/C

CHECK WING SWEEP HANDLES AND POSITION INDICATOR

	WING SWEEP POSITION INDICATOR	= TBD*
	OR WING SWEEP POSITION INDICATOR	= TBD
CHECK	WING SWEEP HANDLES	
	WING SWEEP POSITION INDICATOR	
	WING SWEEP HANDLES	= TBD*
	AND WING SWEEP POSITION INDICATOR	= TBD

20.8.3.002.00\*

C

SET ALTER WG SWP KNOB TO FWD AND HOLD THEN RELEASE TO HOLD

	WING SWEEP POSITION INDICATOR	= TBD
SET	ALTERNATE WING SWEEP SWITCH	
	ALTERNATE WING SWEEP SWITCH	= FWD*
	AND ALTERNATE WING SWEEP SWITCH	= HOLD

20.8.3.003.00\*

P

LAND AS SOON AS PRACTICAL

	CHECKLIST	= SEQUENCE
FLY	A-V	
	A-V	= LANDED

20.8.4.001.00\*

CHECK WING SWEEP HANDLES AND POSITION INDICATORS

CHECK

WING SWEEP POSITION INDICATOR  $\rightarrow$  = TBD\*  
 OR WING SWEEP POSITION INDICATOR = TBD

WING SWEEP HANDLES  
 WING SWEEP POSITION INDICATOR

WING SWEEP HANDLES = TBD\*  
 AND WING SWEEP POSITION INDICATOR  $\rightarrow$  = TBD

20.8.4.002.00\*

SET ALTER WG SWP KNOB TO HOLD

SET

WING SWEEP POSITION INDICATOR  $\rightarrow$  = TBD

ALTERNATE WING SWEEP SWITCH

ALTERNATE WING SWEEP SWITCH = HOLD\*

20.8.4.003.00\*

LAND AS SOON AS PRACTICAL

FLY

CHECKLIST = SEQUENCE

A-V

A-V = LANDED

20.8.5.001.00\*

SET ALTER WG SWP KNOB TO FWD AND HOLD FOR DURATION OF FLIGHT

SET

WING SWEEP POSITION INDICATOR  $\rightarrow$  = TBD\*

ALTERNATE WING SWEEP SWITCH

ALTERNATE WING SWEEP SWITCH = FWD\*

20.8.5.002.00\*

LAND AS SOON AS POSSIBLE

FLY

CHECKLIST = SEQUENCE

A-V

A-V = LANDED



20.9.1.001.00\*

SET FUEL DUMP SWITCH TO DUMP

ENG 2 CORE RPM INDICATOR = TBD\*  
AND ENG 3 CORE RPM INDICATOR = TBD  
AND ENG 4 CORE RPM INDICATOR = TBD

SET

DUMP SWITCH

DUMP SWITCH = DUMP\*  
AND GROSS WT DIGITAL COUNTER = TBD

20.9.1.002.00\*

P/C

SET WING SWEEP HANDLES FORWARD OF 45 DEGREES

CHECKLIST = SEQUENCE

SET

WING SWEEP HANDLES

WING SWEEP HANDLES < 45  
AND WING SWEEP POSITION INDICATOR = TBD

20.9.1.003.00\*

C

CHECK BOTH APUS ARE RUNNING

CHECKLIST = SEQUENCE

CHECK

LEFT RUN LIGHT  
RIGHT RUN LIGHT

LEFT RUN LIGHT = 'L RUN'  
AND RIGHT RUN LIGHT = 'R RUN'

20.9.1.004.00\*

C

SET SWITCHES FOR GENERATORS TO RESET-OFF AND ON

CHECKLIST = SEQUENCE

SET

GENERATOR MODE SWITCHES = RESET-OFF\*  
AND GENERATOR MODE SWITCHES = ON  
AND GENERATOR OFF LIGHTS = OFF

20.9.1.005.00\*

C

CHECK CENTER-OF-GRAVITY IS WITHIN LANDING LIMITS

CHECKLIST = SEQUENCE

CHECK

CG LIMITS CAUTION LIGHT

CG LIMITS CAUTION LIGHT = OFF

20.9.1.006.00\*

SET WING SWEEP HANDLES AT 20 DEGREES MAXIMUM

CHECKLIST = SEQUENCE

SET

WING SWEEP HANDLES

WING SWEEP HANDLES = 20

OR WING SWEEP HANDLES &lt; 2

AND WING SWEEP POSITION INDICATOR = TBD

20.9.1.007.00\*

EXTEND WING SLATS AND FLAPS FOR LANDING

CHECKLIST = SEQUENCE

SET

FLAP-SLAT CONTROL HANDLE

FLAP-SLAT CONTROL HANDLE = TBD

AND SLATS POSITION INDICATOR = TBD

AND FLAP POSITION INDICATOR = TBD

20.9.1.008.00\*

SET LANDING GEAR CONTROL HANDLE TO DOWN

CHECKLIST = SEQUENCE

SET

PRIMARY LANDING GEAR CONTROL

PRIMARY LANDING GEAR CONTROL = DN

AND GEAR WARNING LIGHTS = OFF

20.9.1.009.00\*

FLY THE APPROACH AT NORMAL SPEED PLUS 25 KIAS

CHECKLIST = SEQUENCE

FLY

A-V

AIRSPEED-MACH NUMBER INDICATOR = TBD

20.9.1.010.00\*

LAND AS SOON AS POSSIBLE

CHECKLIST = SEQUENCE

FLY

A-V

A-V = LANDED

20.9.2.001.00\*

CHECK AIRSPEED IS BELOW 250 KIAS

GEAR WARNING LIGHT = ON\*  
 OR GEAR WARNING LIGHTS = ON  
 AND GEAR WARNING LIGHTS = ON

CHECK

AIRSPEED-MACH NUMBER INDICATOR

AIRSPEED-MACH NUMBER INDICATOR &lt; 250\*

20.9.2.002.00\*

CHECK HYDRAULIC SYSTEMS PRESSURE

CHECKLIST = SEQUENCE

CHECK

HYDRAULIC PRESSURE INDICATORS

HYDRAULIC PRESSURE INDICATORS = TBD

20.9.2.003.00\*

OBTAIN VISUAL CONFIRMATION OF LDG GR BY CHASE PLANE OR TOWER

CHECKLIST = SEQUENCE

MONITOR-VISUAL

WINDSCREEN

LANDING GEAR CONTROL PANEL → DOWN

20.9.2.004.00\*

CHECK AIRSPEED IS BELOW 190 KIAS

CHECKLIST = SEQUENCE

CHECK

AIRSPEED-MACH NUMBER INDICATOR

AIRSPEED-MACH NUMBER INDICATOR &lt; 190

20.9.2.005.00\*

SET ALTERNATE LANDING GEAR CONTROL SWITCH TO THE DOWN POSN

CHECKLIST = SEQUENCE

SET

ALTERNATE LANDING GEAR CONTROL

ALTERNATE LANDING GEAR CONTROL = DN  
 AND NOSE GEAR ADVISORY LIGHT → 'NOSE'

20.9.2.006.00\*

INCREASE AIRSPEED AS REQUIRED TO LOCK NOSEGEAR

FLY

NOSE GEAR ADVISORY LIGHT

= 'NOSE'

A-V

AIRSPEED-MACH NUMBER INDICATOR= TBD\*  
AND NOSE GEAR ADVISORY LIGHT = 'NOSE'

20.9.2.007.00\*

REDUCE AIRSPEED TO MINIMUM FOR CONTROLLING THE AIR VEHICLE\*

FLY

LEFT GEAR ADVISORY LIGHT  
OR RIGHT GEAR ADVISORY LIGHT

= 'L'\*  
= 'R'

A-V

AIRSPEED-MACH NUMBER INDICATOR= TBD

20.9.2.008.00\*

YAW A-V IN DIRECTION OF MAIN GEAR THAT IS NOT ON & LOCKED

FLY

CHECKLIST

= SEQUENCE

A-V

A-V  
AND LEFT GEAR ADVISORY LIGHT  
AND RIGHT GEAR ADVISORY LIGHT

= YAWED\*  
= 'L'  
= 'R'

20.9.2.009.00\*

LAND AS SOON AS PRACTICAL

FLY

NOSE GEAR ADVISORY LIGHT  
AND LEFT GEAR ADVISORY LIGHT  
AND RIGHT GEAR ADVISORY LIGHT

= 'NOSE'  
= 'L'  
= 'R'

A-V

A-V

= LANDED

20.9.3.001.00\*

BELLY LAND AIR VEHICLE

FLY

NOSE GEAR ADVISORY LIGHT  
AND LEFT GEAR ADVISORY LIGHT  
AND RIGHT GEAR ADVISORY LIGHT

= 'NOSE'\*  
= 'L'  
= 'R'

A-V

A-V

= BELLY LANDED\*

20.9.3.002.00\*

290  
P

FLY A STRAIGHT-IN PATTERN AND TOUCHDOWN AT MINIMUM SINK RATE

	NOSE GEAR ADVISORY LIGHT	= 'NOSE'*
	AND LEFT GEAR ADVISORY LIGHT	↗='L'
	AND RIGHT GEAR ADVISORY LIGHT	↘='R'
FLY	A-V	
	A-V	= LANDED*

20.9.3.003.00\*

P/C

CHECK AIRSPEED IS BELOW 190 KIAS

	NOSE GEAR ADVISORY LIGHT	= 'NOSE'*
	AND LEFT GEAR ADVISORY LIGHT	↗='L'
	OR RIGHT GEAR ADVISORY LIGHT	↘='R'
CHECK	AIRSPEED-MACH NUMBER INDICATOR	
	AIRSPEED-MACH NUMBER INDICATOR < 190	

20.9.3.004.00\*

C

SET ALTERNATE LANDING GEAR CONTROL SWITCH TO THE DOWN POSN

	CHECKLIST	= SEQUENCE
SET	ALTERNATE LANDING GEAR CONTROL	
	ALTERNATE LANDING GEAR CONTROL = DN*	
	AND LEFT GEAR ADVISORY LIGHT	↗='L'
	OR RIGHT GEAR ADVISORY LIGHT	↘='R'

20.9.3.005.00\*

P

REDUCE AIRSPEED TO MINIMUM FOR CONTROLLING THE AIR VEHICLE\*

	LEFT GEAR ADVISORY LIGHT	↗='L'
	OR RIGHT GEAR ADVISORY LIGHT	↘='R'
FLY	A-V	
	AIRSPEED-MACH NUMBER INDICATOR = TBD	

20.9.3.006.00\*

P

YAW A-V IN DIRECTION OF MAIN GEAR THAT IS NOT DN & LOCKED

	CHECKLIST	= SEQUENCE
FLY	A-V	
	A-V	= YAWED*
	AND LEFT GEAR ADVISORY LIGHT	↗='L'
	OR RIGHT GEAR ADVISORY LIGHT	↘='R'

20.9.3.007.00\*

SET LANDING GEAR CONTROL TO THE UP POSITION

CHECKLIST

= SEQUENCE

SET

PRIMARY LANDING GEAR CONTROL

PRIMARY LANDING GEAR CONTROL = UP\*  
 AND GEAR WARNING LIGHTS = OFF

20.9.3.008.00\*

BELLY LAND AIR VEHICLE

PRIMARY LANDING GEAR CONTROL = UP\*  
 AND GEAR WARNING LIGHTS = OFF

FLY

A-V

A-V

= BELLY LANDED

20.9.3.009.00\*

FLY TOUCH-AND-GO LANDING ON EXTENDED GEAR

NOSE GEAR ADVISORY LIGHT = 'NOSE'  
 AND LEFT GEAR ADVISORY LIGHT = 'L'  
 OR RIGHT GEAR ADVISORY LIGHT = 'R'

FLY

A-V

A-V = T & G PERFORMED\*  
 AND LEFT GEAR ADVISORY LIGHT = 'L'  
 OR RIGHT GEAR ADVISORY LIGHT = 'R'

20.9.3.010.00\*

FLY A STRAIGHT-IN PATTERN AND TD KEEPING WINGTIP HIGH

LEFT GEAR ADVISORY LIGHT = 'L'  
 OR RIGHT GEAR ADVISORY LIGHT = 'R'

FLY

A-V

A-V

= LANDED\*

20.9.3.011.00\*

FLY A STRAIGHT-IN PATTERN AND TOUCHDOWN AT MINIMUM SINK RATE

NOSE GEAR ADVISORY LIGHT = 'NOSE'\*  
 AND LEFT GEAR ADVISORY LIGHT = 'L'  
 AND RIGHT GEAR ADVISORY LIGHT = 'R'

FLY

A-V

A-V

= LANDED

20.9.3.012.00\*

P

LAND AS SOON AS PRACTICAL

NOSE GEAR ADVISORY LIGHT = 'NOSE'  
 AND LEFT GEAR ADVISORY LIGHT = 'L'  
 AND RIGHT GEAR ADVISORY LIGHT = 'R'

FLY

A-V

A-V

= LANDED

20.9.4.001.00\*

P/C

CHECK NOSEWHEEL STEERING CAUTION LIGHT

A-V

= STEERED\*

MONITOR-VISUAL

NOSEWHEEL STEERING CAUTION LT

NOSEWHEEL STEERING CAUTION LT = 'NWS'

20.9.4.002.00\*

P

MOVE NOSEWHEEL STEERING ENGAGE SWITCH TO ENGAGE AND HOLD

NOSEWHEEL STEERING CAUTION LT = 'NWS'

DEPRESS

STEER ENGAGE-DISENGAGE SWITCH

STEER ENGAGE-DISENGAGE SWITCH = ENGAGE\*  
 AND A-V = STEERED

20.9.4.003.00\*

P

USE DIFFERENTIAL BRAKING AND STOP THE AIR VEHICLE

A-V

= STEERED\*

TRACK

A-V

A-V = DIFF BRAKED  
 AND A-V = ALIGNED ON RNWY

20.9.4.004.00\*

P

DEPRESS NOSEWHEEL STEERING ENGAGE SWITCH TO DISENG AND HOLD

A-V

= ALIGNED ON RNWY

DEPRESS

STEER ENGAGE-DISENGAGE SWITCH

STEER ENGAGE-DISENGAGE SWITCH = DISENG\*

20.9.4.005.00\*

USE DIFFERENTIAL BRAKING AS REQUIRED

TRACK

STEER ENGAGE-DISENGAGE SWITCH = DISENG\*

A-V

A-V

= DIFF BRAKED

20.9.4.006.00\*

CHECK THAT READY-NWS LIGHT IS OUT

CHECK

CHECKLIST

= SEQUENCE

READY-NWS ADVISORY LIGHT

READY-NWS ADVISORY LIGHT

= 'READY-STEER'

20.9.4.007.00\*

DEPRESS COPILOT NWS ENGAGE SWITCH TO DISENGAGE AND HOLD

DEPRESS

READY-NWS ADVISORY LIGHT

= 'READY-STEER'

STEER ENGAGE-DISENGAGE SWITCH

STEER ENGAGE-DISENGAGE SWITCH = DISENG\*

20.9.4.008.00\*

USE DIFFERENTIAL BRAKING AS REQUIRED AND STOP THE AIR-VEH

STOP

A-V

A-V

AND A-V

= DIFF BRAKED

= STOPPED

20.9.4.009.00\*

DEPRESS NOSEWHEEL STEERING SWITCH TO ENGAGE AND HOLD

DEPRESS

NOSEWHEEL STEERING CAUTION LT = 'NWS'

STEER ENGAGE-DISENGAGE SWITCH

STEER ENGAGE-DISENGAGE SWITCH = ENGAGE\*

20.9.4.010.00\*

USE DIFFERENTIAL BRAKING AND STOP THE AIR VEHICLE

STOP

A-V

A-V

AND A-V

= DIFF BRAKED

= STOPPED



20.9.5.001.00\*

CHECK ANTISKID SWITCH IS ON

	ANTISKID CAUTION LIGHT	= 'ANTISKID'*
CHECK	ANTISKID TEST SWITCH	
	ANTISKID TEST SWITCH	= ON
	AND ANTISKID CAUTION LIGHT	= 'ANTISKID'

20.9.5.002.00\*

CHECK EMERGENCY BRAKE SWITCH IS OFF

	ANTISKID CAUTION LIGHT	= 'ANTISKID'
CHECK	EMERGENCY BRAKE SWITCH	
	EMERGENCY BRAKE SWITCH	= OFF

20.9.5.003.00\*

LAND AIR VEHICLE AND BRAKE CAUTIOUSLY

	ANTISKID CAUTION LIGHT	= 'ANTISKID'
FLY	A-V	
	A-V	= LANDED*
	AND A-V	= BRAKED

20.9.6.001.00\*

SET FUEL DUMP SWITCH TO DUMP

	NOSE GEAR TIRE	= FAILED
SET	DUMP SWITCH	
	DUMP SWITCH	= DUMP*
	AND GROSS WT DIGITAL COUNTER	= TBD

20.9.6.002.00\*

SET CG MODE SELECT SW TO MAXIMUM AFT ALLOWABLE POSITION

	CHECKLIST	= SEQUENCE
SET	SET MODE & MAC SELECTOR SW	
	SET MODE & MAC SELECTOR SW	= TBD*
	AND PERCENT MAC INDICATOR	= TBD

20.9.6.003.00\*

LAND A-V AND HOLD NOSE GEAR OFF RUNWAY AS LONG AS POSSIBLE

CHECKLIST

= SEQUENCE

FLY

A-V

A-V

= LANDED\*

20.9.6.004.00\*

DEPRESS NOSEWHEEL STEERING ENGAGE SWITCH TO ENGAGE AND HOLD

CHECKLIST

= SEQUENCE

DEPRESS

STEER ENGAGE-DISENGAGE SWITCH

STEER ENGAGE-DISENGAGE SWITCH = ENGAGE\*

20.9.6.005.00\*

USE NOSEWHEEL STEERING AND DIFFERENTIAL BRAKING

STEER ENGAGE-DISENGAGE SWITCH = ENGAGE\*

TRACK

A-V

A-V

AND A-V

= NW STEERED\*

= DIFF BRAKED

20.9.7.001.00\*

SET FUEL DUMP SWITCH TO DUMPMAIN GEAR TIRE  
OR MAIN GEAR TIRES

= FAILED

= FAILED

SET

DUMP SWITCH

DUMP SWITCH  
AND GROSS WT DIGITAL COUNTER

= DUMP\*

= TBD

20.9.7.002.00\*

USE NORMAL APPROACH & LAND A-V BUT DO NOT DEPLOY SPD BRAKES

CHECKLIST

= SEQUENCE

FLY

A-V

A-V

AND SPOILER INDICATORS

= LANDED\*

= 'UP'

C

20.9.8.001.00\*

SET FUEL DUMP SWITCH TO DUMP

NOSE GEAR ADVISORY LIGHT  
AND LEFT GEAR ADVISORY LIGHT  
AND RIGHT GEAR ADVISORY LIGHT

= 'NOSE' \*  
= 'L'  
= 'R'

SET

DUMP SWITCH

DUMP SWITCH  
AND GROSS WT DIGITAL COUNTER

= DUMP\*  
= TBD

20.9.8.002.00\*

DEPRESS APU FIRE SWITCHES

CHECKLIST

= SEQUENCE

DEPRESS

APU FIRE SWITCHLIGHTS

APU FIRE SWITCHLIGHTS  
AND LEFT RUN LIGHT  
AND RIGHT RUN LIGHT

= DEPRESSED\*  
= 'L RUN'  
= 'R RUN'

20.9.8.003.00\*

SET THE ENGINES IGNITION SWITCH TO OFF

CHECKLIST

= SEQUENCE

SET

IGNITION SWITCH

IGNITION SWITCH

= OFF

20.9.8.004.00\*

FLY A STRAIGHT-IN PATTERN AND TOUCHDOWN AT MINIMUM SINK RATE

CHECKLIST

= SEQUENCE

FLY

A-V

A-V

= LANDED\*

20.9.8.005.00\*

DEPRESS ENGINE FIRE SWITCHLIGHTS AFTER TOUCHDOWN

A-V

= LANDED

DEPRESS

ENGINE FIRE SWITCHLIGHTS

ENGINE FIRE SWITCHLIGHTS

= DEPRESSED\*

20.9.8.006.00\*

SET GENERATOR SWITCHES TO OFF

CHECKLIST = SEQUENCE

SET

GENERATOR MODE SWITCHES  
EMERGENCY GENERATOR CONTROL SW

GENERATOR MODE SWITCHES = OFF  
AND EMERGENCY GENERATOR CONTROL SW = OFF

20.9.8.007.00\*

SET BATTERY SWITCH TO OFF

CHECKLIST = SEQUENCE

SET

BATTERY SELECT SWITCH

BATTERY SELECT SWITCH = OFF

20.9.8.008.00\*

PULL WINDOW AND ESCAPE HATCH SEVERANCE HANDLES AS REQUIRED

P/C

CHECKLIST = SEQUENCE

PULL

LEFT WINDOW SEVERANCE HANDLE  
RIGHT WINDOW SEVERANCE HANDLE  
ESCAPE HATCH SEVERANCE HANDLE

LEFT WINDOW SEVERANCE HANDLE = PULLED\*  
AND RIGHT WINDOW SEVERANCE HANDLE = PULLED  
AND ESCAPE HATCH SEVERANCE HANDLE = PULLED

20.9.8.009.00\*

ABANDON THE AIR VEHICLE

P/C/O/D

CHECKLIST = SEQUENCE

ABANDON

A-V CREW MODULE

A-V CREW MODULE → MANNED

20.9.9.001.00\*

ALERT CREW USING ICS CALL BUTTON

P

A-V = EMERG CONFIG\*

COMMUNICATE

CALL SWITCH-PILOT ICS

CALL SWITCH-PILOT ICS = 'DITCHING A-V'

20.9.9.002.00\*

SET FUEL DUMP SWITCH TO DUMP

	CHECKLIST	= SEQUENCE
SET	DUMP SWITCH	
	DUMP SWITCH	= DUMP*
	AND GROSS WT DIGITAL COUNTER	= TBD

20.9.9.003.00\*

P/C/O/D

CHECK OXYGEN MASKS ON AND OXYGEN REGULATORS AT 100 PER CENT

	CHECKLIST	= SEQUENCE
CHECK	OXYGEN MASK	
	OXYGEN REGULATOR	
	OXYGEN MASK	= CHECKED
	AND OXYGEN REGULATOR	= 100

20.9.9.004.00\*

P/C

SET WING SWEEP HANDLES TO OPTIMUM ANGLE FOR PITCHING

	CHECKLIST	= SEQUENCE
SET	WING SWEEP HANDLES	
	WING SWEEP POSITION INDICATOR	= TBD

20.9.9.005.00\*

C

EXTEND SLATS BY POSITIONING HANDLE TO 1ST DETENT\*

	CHECKLIST	= SEQUENCE
EXTEND	FLAP-SLAT CONTROL HANDLE	
	FLAP-SLAT CONTROL HANDLE	= SLAT EXD
	AND SLATS POSITION INDICATOR	= 'EXD'

20.9.9.006.00\*

C

EXTEND FLAPS BY RELEASING LOCK LEVER UNDER HANDLE TOP

	CHECKLIST	= SEQUENCE
EXTEND	FLAP-SLAT CONTROL HANDLE	
	FLAP-SLAT CONTROL HANDLE	= TBD*
	AND FLAP POSITION INDICATOR	= TBD

20.9.9.007.00\*

CHECK LANDING GEAR HANDLE IS UP

C

	CHECKLIST	= SEQUENCE
CHECK	PRIMARY LANDING GEAR CONTROL	
	PRIMARY LANDING GEAR CONTROL	= UP

20.9.9.008.00\*

ESTABLISH AN ANGLE OF ATTACK FOR MINIMUM SINK RATE

P

	CHECKLIST	= SEQUENCE
FLY	A-V	
	ANGLE-OF-ATTACK INDICATOR	= TBD

20.9.9.009.00\*

NOTIFY CREW 5 SECONDS BEFORE IMPACT OF IMPACT WARNING

P

	CHECKLIST	= SEQUENCE
COMMUNICATE	PILOT ICS	
	PILOT ICS	= 'BRACE FOR IMPAC*

20.9.9.010.00\*

MAINTAIN CONSTANT ANGLE OF ATTACK TO TOUCHDOWN

P

	CHECKLIST	= SEQUENCE
FLY	A-V	
	ANGLE-OF-ATTACK INDICATOR	= TBD*

20.9.9.011.00\*

PULL WINDOW AND ESCAPE HATCH SEVERANCE HANDLES AS REQUIRED

P/C

	CHECKLIST	= SEQUENCE
PULL	LEFT WINDOW SEVERANCE HANDLE	
	RIGHT WINDOW SEVERANCE HANDLE	
	ESCAPE HATCH SEVERANCE HANDLE	
	LEFT WINDOW SEVERANCE HANDLE	= PULLED*
	AND RIGHT WINDOW SEVERANCE HANDLE	= PULLED
	AND ESCAPE HATCH SEVERANCE HANDLE	= PULLED

20.9.9.012.00\*

P/C/O/D 300

ABANDON THE AIR VEHICLE

CHECKLIST

= SEQUENCE

ABANDON

A-V CREW MODULE

A-V CREW MODULE

-MANNED



REPORT 2

Task Analysis Comments



E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
PAGE 1									
01.1.1.001.00	POST SECURITY GUARDS	5							
01.1.1.002.00	CHECK FORM 781	180				12345			
			1						
			2						
			3						
			4						
			5						
01.1.1.003.00	CHECK EJECTION LEVERS, SAFETY PINS, AND HANDLES FOLLOW THE EXTERIOR INSPECTION ROUTE.	15							
01.1.2.001.00		900				1234567			
			1						
			2						
			3						
			4						
			5						
			6						
			7						
01.1.2.002.00	CHECK ALL SURFACES	CONT							
			1						
			2						
01.1.2.003.00	CHECK ALL ACCESS DOORS AND COVERS FOR SECURITY	CONT							
			1						
01.1.2.004.00	CHECK THE ADA VANES	CONT							
			1						
01.1.2.005.00	REMOVE GROUND SAFETY PINS AND SAFETY LOCKS	CONT							
			1						
01.1.3.001.00	PERFORM STORES INSPECTION	CONT							
			1						
01.1.3.002.00	PERFORM EXT CREW ENTRYWAY INSPECTION, WT AND BALANCE, OLOGS	IND							
			1						
01.1.4.001.00	CHECK FLASH PROTECTION	60							
			1						
01.1.4.002.00	CHECK REQUIRED FLIGHT PUBLICATIONS	30							
			1						
01.1.4.003.00	CHECK CSSC INDICATOR WINDOWS- 'A'	3							
01.1.4.004.00	CHECK BATTERY ('BATT') SWITCH 'OFF'	2							
			1						
			2						
			3						



PAGE E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
3	01.1.4.021.00	4	ADJUST VOLUME CONTROLS ON THE ICS PANEL.						
	01.1.4.022.00	2	CHECK THROTTLES '1', '2', '3', '4' TO 'IDLE'.						
	01.1.4.023.00	1	CHECK 'SPDBK' (SPEEDBRAKE) INDICATOR.			1			
	01.1.4.024.00	2	SET 'FLT DIR ALT REF' SWITCH TO 'OFF'.						
	01.1.4.025.00	1	CHECK 'NUCLEAR' CONSENT SWITCH IN 'NORM' POSITION.		2				
	01.1.4.026.00	5	SET CLOCK.						
	01.1.4.027.00	1	CHECK 'LDR GR' (LANDING GEAR) LEVER IS IN 'DN' POSITION.						
	01.1.4.028.00	2	SET VSD MODE SELECTOR SWITCH TO 'STDBY'.						
	01.1.4.029.00	1	SET RADAR ALTIMETER AND VARIABLE ALTITUDE LIMIT INDEX MARKER.						
	01.1.4.030.00	1	SET 'ENG ANTI-ICE' SWITCH TO 'AUTO'.						
	01.1.4.031.00	2	SET 'WSHLD WASH' SWITCH IN CENTER (OFF) POSITION.						
	01.1.4.032.00	1	SET 'TO-LDG ANTISKID' SWITCH TO 'ON'.						
	01.1.4.033.00	1	SET 'TO-LOG LT' (TAXI LIGHTS) SWITCH TO 'OFF'.						
	01.1.4.034.00	1	SET 'WDSHLD RAIN' REPEL' SWITCH TO CENTER (OFF) POSITION.						
	01.1.4.035.00	2	SET GSS MODE SELECTOR SWITCH TO 'SLAVED'.						
	01.1.4.036.00	5	SET 'LAT' ON GSS.						
	01.1.4.037.00	2	SET GSS HEMISPHERE SELECTOR SWITCH.						
	01.1.4.038.00	1	SET 'EMERG GEN' (EMERGENCY GENERATOR) SWITCH TO 'AUTO'.						
	01.1.4.039.00	2	SET 'LOG GR ALTER' SWITCH TO 'NORM'.						
	01.1.4.040.00	1	CHECK FUEL 'DUMP' SWITCH TO 'OFF'.						

1 VERIFY SPOILER INDICATORS ARE BLANK.

1 THE GUARD SHOULD BE DOWN, AND THE SWITCH SHOULD BE SEALED.  
2 'NUCLEAR' CONSENT SWITCH IS IN OFF POSITION.

E.ID	ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
01.1.4.041.00	CHECK 'AERIAL REFUEL MODE' SWS (ORIDE AND REV) TO 'NORM'.						
01.1.4.042.00	SET LN2 SWITCH TO 'LN2'.						
01.1.4.043.00	SET FUEL 'XFEED' SWITCH TO 'CL' (CLOSED).						
01.1.4.044.00	SET APP FUEL FILL VALVES AND TRANSFER PUMPS SWS TO 'AUTO'.			123			
01.1.4.045.00	SET TFR MODE LAND SELECTOR SWITCHES TO 'OFF'.						
01.1.4.046.00	SET UHF #2 MODE SELECTOR-SWITCH TO 'OFF'.						
01.1.4.047.00	SET HF MODE SELECTOR SWITCH TO 'OFF'.						
01.1.4.048.00	SET TACAN MODE SELECTOR SWITCH TO 'OFF'.						
01.1.4.049.00	SET 'ILS' POWER SWITCH TO 'OFF'.						
01.1.4.050.00	SET UHF #1 MODE SELECTOR SWITCH TO 'OFF'.						
01.1.4.051.00	ADJUST TFR SCOPE POLAROID FILTER CONTROLS (2) TO 'FULL UP'.						
01.1.4.052.00	ADJUST TFR SCOPE TIMING CONTROLS (4)						
01.1.4.052.01	ADJUST THE CURSOR AND MEMORY TFR SCOPE TIMING CONTROLS						
01.1.4.052.02	ADJUST THE CONTRAST AND VIDEO TFR SCOPE TIMING CONTROLS						
01.1.4.053.00	SET TFR SCOPE 'RANGE' SELECTOR KNOBS TO 'E'.						
01.1.4.054.00	SET 'RADAR XPNDR' 'ENCODE'-'DECODE' AS BRIEFED AND PWR OFF.						
01.1.4.055.00	SET IFF MASTER CONTROL KNOB TO 'STBY'.						

1 SET FUEL MGT FILL VALVES (3, 2, LWG, RWG, 1, 4) AND FUEL  
2 MGT TRANS PUMPS (3, 2, LWG, RWG, 1, AND 4) SWITCHES TO  
3 'AUTO'.

1 TFR SCOPE TUNING CONTROLS ADJUSTED.

PAGE E#	E-ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
5						12345			
01.1.4.056.00	SET UHF SWITCH TO 'OFF'.	2	1 IN THE AUTOMATIC DELIVERY MODE, THE RBS 'TONE' IS TURNED ON 2 AND-OR OFF VIA THE MISSION TAPE. IN THE MANUAL DELIVERY 3 MODE, THE TONE IS TURNED ON AND-OR OFF VIA E9-1.1. TO 4 PREVENT TONE TRANSMISSION DURING THE ALERT, E9-1.2.2 SHOULD 5 BE SELECTED.						
01.1.4.057.00	SET DPLR PWR (DOPPLER POWER) SWITCH TO 'OFF'.	2							
01.1.4.058.00	SET GNACU SWITCH TO DISABLE.	2							
01.1.4.059.00	SET WDACU SWITCH TO 'DISABLE'.	2							
01.1.4.060.00	SET INS 1 SWITCH TO 'DISABLE'.	2							
01.1.4.061.00	SET INS 2 SWITCH TO 'DISABLE'.	2							
01.1.4.062.00	SET SLU PWR SWITCHES (5) TO 'DISABLE'.	8							
01.1.4.063.00	SET ICS (INTERCOM SYSTEM) PANEL.	5							
01.1.4.064.00	WIND AND SET TIMING CLOCK	5							
01.1.4.064.01	WIND TIMING CLOCK	3							
01.1.4.064.02	SET TIMING CLOCK	2							
01.1.4.065.00	ADJUST MFD CONTRAST AND BRIGHTNESS CONTROLS.	5							
01.1.4.066.00	SET FLR (APQ-144) CONTROLS.								
01.1.4.066.01	SET BETA SWITCH TO 'NORM'.	2							
01.1.4.066.02	SET SWEEP SWITCH TO 'NORM'.	2							
01.1.4.066.03	SET VIDEO - IF GAIN ROTARY KNOB TO MIDPOINT.	2							
01.1.4.066.04	SET RANGE INTENSITY ROTARY KNOB TO MIDPOINT.	2							
01.1.4.066.05	SET DISPLAY ORIENTATION SWITCH TO 'NORM'.	2							
01.1.4.066.06	SET AZIMUTH CURSOR INTENSITY CONTROL AT MIDPOINT.	2							

1 SET (13) VOLUME SELECTOR SWITCHES AT 12 O'CLOCK POSITION.

1 MFD CONTRAST AND BRIGHTNESS CONTROLS SET AT MIDPOINT.

1 THE FOLLOWING 13 CONTROLS WILL BE POSITIONED AS INDICATED.

1 THE VIDEO AND IF GAIN ROTARY KNOBS ARE TWO DISTINCT CONTROLS.

E#	E.I.O	TIME	*ACTION-VERID	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
01.1.4.066.07	SET STC (SENSITIVE TIME CONTROL) SWITCH TO 'OFF'.	2				12			
01.1.4.066.08	SET CRT INTENSITY CONTROL TO 'FULL CCW'.	2							
01.1.4.066.09	SET RANGE SELECT ROTARY CONTROL TO '7.5/2.5' NM DETENT.	2							
01.1.4.066.10	SET BEZEL AND RANGE MARK BRIGHTNESS CONTROLS AT MIDPOINT.	2							
01.1.4.066.11	SET LAMP TEST SWITCH TO 'OFF'.	2							
01.1.4.066.12	SET ANTENNA TILT CONTROL TO DETENT POSITION.	2							
01.1.4.066.13	SET XMIT (TRANSMITTER) TUNE CONTROL TO MIDPOINT.	1							
01.1.4.067.00	SET FLR PHOTO SWITCH TO 'OFF'.	2							
01.1.4.068.00	REMOVE-ANNOTATE-INSTA-LL PHOTO MAGAZINE DATA PLATE.	20							
01.1.4.068.01	REMOVE PHOTO MAGAZINE	4							
01.1.4.068.02	ANNOTATE PHOTO MAGAZINE	4							
01.1.4.068.03	WIND PHOTO MAGAZINE CLOCK	4							
01.1.4.068.04	SET PHOTO MAGAZINE REINSTALL PHOTO MAGAZINE	4							
01.1.4.068.05	SET RADAR CONTROL PANEL.	4							
01.1.4.069.01	SET DETENTED MODE SWITCH TO 'GND MANUAL'.	2							
01.1.4.069.02	SET FREQ DETENTED CONTROL TO 'AFC-1'.	2							
01.1.4.069.03	SET FUNCTION SWITCH TO 'OFF'.	2							
01.1.4.069.04	SET PRESENT POSITION CORRECTION SWITCH TO 'OUT'.								
01.1.4.069.05	SET VERT POLARIZATION SWITCH TO 'NORM'.								

1 THE STC CONSISTS OF TWO DISTINCT CONTROLS: 'AMPL' AND 'SLOPE'.

1 PHOTO MAGAZINE WILL BE REMOVED, DATA PLATE ANNOTATED WITH  
2 SORTIE INFORMATION, CLOCK WOUND AND SET AND THEN MAGAZINE  
3 REINSTALLED.

1 THE FOLLOWING 7 SWITCHES WILL BE SET AS INDICATED.

PAGE 7  
E#

E.ID	TIME	*ACTION-VERB	*C&O	*COMP-CUE	*IO	*INIT-CUE	*OPERATOR	*TE#
01.1.4.069.06		SET SLC (SIDE LOBE CANCELLATION) SWITCH TO 'OFF'.						
01.1.4.069.07		SET FTC (FLIGHT CONTROL) BCN (BEACON) SWITCH TO 'OFF'.						
01.1.4.072.00	2	SET EVS SYMBOLS SWITCH TO 'OFF'.						
01.1.4.075.00	1	SET FLIR CONTROL MODE SELECT DETENTED ROTARY KNOB TO 'OFF'.						
01.1.4.076.00	1	SET BOMB TIMER POWER SWITCH TO 'OFF'.						
01.1.4.077.00	7	SET SMS PANEL SWITCHES.						
01.1.4.077.01	1	SET CONV ARM (CONVENTIONAL ARMING) SWITCH TO 'SAFE'.			1			
01.1.4.077.02	1	SET NUCLEAR ARMING TOGGLE SWITCH TO 'SAFE'.			1			1 CONV ARM SWITCH POSITIONED TO 'SAFE' WITH GUARD DOWN.
01.1.4.077.03	1	SET NUCLEAR PREARM ENABLE SWITCH TO 'SAFE'.			1			1 SWITCH POSITIONED TO 'SAFE', GUARD DOWN AND SEALED.
01.1.4.077.04	1	SET PREARM-SAFING PA-SAF SWITCH TO 'NEUTRAL'.			1			1 SWITCH POSITIONED TO SAFE, GUARD DOWN AND SEALED.
01.1.4.077.05	1	SET JETTISON CONTROL TOGGLE SWITCH TO 'NORM'.			1			1 SWITCH POSITIONED TO 'NORM' GUARD DOWN AND SEALED.
01.1.4.077.06	1	SET JETTISON CONTROL TOGGLE SWITCH TO 'NORM'.			1			1 SWITCH POSITIONED TO 'NORM' GUARD DOWN AND SEALED.
01.1.4.077.07	1	SET ST PWR (STORE POWER) SWITCH TO 'NEUTRAL'.						
01.1.4.078.00	3	CHECK CIRCUIT BREAKERS TO 'IN' POSITION.						
01.1.4.079.00	5	CHECK CITS CONTROL PANEL TO 'OFF'.						
01.1.4.080.00	2	REPORT 'READY FOR FWR ON' TO PILOT.			1			1 OSD REPORTS 'READY FOR PWR ON' AND CHECKLIST ITEMS COMPLETE
01.1.5.001.00	4	SET BATT SWITCH TO 'AUTO ON'.						



PAGE 8  
E#

E-ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
01.1.5.002.00	5	VISUALLY CHECK CIRCUIT BREAKERS ARE PROPERLY POSITIONED			12			
01.1.5.003.00	2	DEPRESS FIRE DETR BUTTON TO CHECK APU AND ENGINE FIRE LOOPS						
01.1.5.003.01	CONT	CHECK L AND R APU LOOPS A AND B FIRE DETECTION LIGHTS						
01.1.5.003.02	CONT	CHECK ENGINES LOOPS A AND B FIRE DETECTION LIGHTS						
01.1.5.004.00	10	OBSERVE IF GROUND CREW IS READY FOR APU START			1			
01.1.5.005.00	15	SET MOMENTARILY APU MODE SWITCHES TO 'START'						
01.1.5.006.00	15	SET 'VOLTAGE-FREQ' SELECTOR TO EACH GEN AND CHECK						
01.1.5.006.01	5	SET 'VOLTAGE-FREQ' SELECTOR TO 'NO.1 GEN' AND CHECK						
01.1.5.006.02	5	SET 'VOLTAGE-FREQ' SELECTOR TO 'NO.2 GEN' AND CHECK						
01.1.5.006.03	5	SET 'VOLTAGE-FREQ' SELECTOR TO 'NO.3 GEN' AND CHECK			12			
01.1.5.007.00	6	ADJUST FLIGHT STATION FLOODLIGHT INTENSITY TO DESIRED LEVEL						
01.1.5.008.00	2	DEPRESS 'HYD QTY TEST' BUTTON TO CHECK HYD QTY GAGES			12			
01.1.5.009.00	3	CHECK THAT HYDRAULIC PRESSURES ARE WITHIN LIMITS			1 23			
01.1.5.010.00	20	ADJUST SEAT AND RUDDER PEDALS						

1 TWO CB PANELS ARE LOCATED JUST AFT OF OVERHEAD PANEL, ONE  
2 ON EACH SIDE OF THE AISLE.  
123

1 FIRE WARNING LIGHTS, MASTER CAUTION LIGHTS, AND AURAL  
2 WARNING TONE WILL NOT BE OPERABLE UNTIL AC POWER IS  
3 AVAILABLE.

1 GO PROVIDES A VISUAL 'ALL CLEAR' SIGNAL.

1 AFTER COMPLETING GENERATOR MONITORING RETURN VOLTAGE FREQ  
2 SELECTOR TO NO.2 BUS POSITION.

1 GAGE READINGS DROP TO ZERO WHEN TEST BUTTON IS DEPRESSED  
2 AND RETURN TO ORIGINAL READING IF SAGES ARE OK.  
1  
23

1 HYDRAULIC PRESSURE FROM 3850 PSI TO 4300 PSI.  
2 UNDER A NO LOAD CONDITION AS DURING POWER ON CHECKS USING  
3 APU'S ONLY.



[illegible]

\*\*\*

**\*OPERATOR**

**\*TAXY-CUE**

3111

3

1111

1  
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:  
:  
:

**PAGE 10**

123456789

01.1.5.026.00 SET ANNUNCIATOR LAMP  
BRT-DIM TEST SWITCH

1 PLACE SWITCH FIRST IN BRT AND THEN IN DIM POSITION. WHEN  
2 THE TEST SWITCH IS HELD IN EITHER THE BRIGHT OR DIM MODE  
3 ALL ANNUNCIATORS AND SOLENOID FLAG DISPLAYS WILL OPERATE  
4 CONTINUOUSLY EXCEPT FOR THE FLT STAT CAUTION PANEL. THESE  
5 ONES WHEN TESTED WILL ILLUMINATE ON ONE HALF OF PANEL FOR  
6 APPROX 5 SECS. THIS PROCESS WILL CONTINUE AS LONG AS TEST  
7 SW IS HELD IN EITHER TEST POSN. TEST SHOULD BE LIMITED TO 1  
8 MIN. THE AFCS AND ADA INDEXER LIGHTS WILL TEST BRIGHT IN  
9 BOTH MODES. THIS IS A LAMP TEST ONLY.

12

•

01.1.5.028.00  
 \*DIM\* AS DESIRED  
 SET INTEGRAL LIGHT  
 SWITCHES (2) TO  
 \*STBY COMP AND  
 ALPHA\*

THE INTENSITIES OF THESE LIGHTS ARE SET WITH THE PRIMARY LIGHTING CONTROLS (C1-2, 3, 6, 2 AND C1-2, 3, 8, 2).

01.1.5.029.00	SET AFCS AND AOA INDEXER LIGHTING CONTROL AS DESIRED
01.1.5.030.00	SET OVMD/PEL LIGHTING CONTROLS AS DESIRED
01.1.5.031.00	SET 'C' (CENTER INSTRUMENT PANEL) LIGHTING AS DESIRED
01.1.5.032.00	SET AISLE LIGHTING SWITCH 'ON' IF

153456789

1 DEPRESSING THE TEST PUSHBUTTON WITH THE FIRE DETR LOOP  
2 LOCKOUT SWS (6) IN 'NORM' POSITION, THE 6 LOOP A AND 6 LOOP  
3 8 ANNUNCIATOR LIGHTS WILL ILLUMINATE INDICATING VALID FIRE  
4 DETECTION CIRCUITS. ALSO THE FIRE DETR LIGHT ON THE FLT  
5 STATION CAUTION LIGHT PANEL WILL ILLUMINATE FLASHING, ALONG  
6 WITH THE MASTER CAUTION LIGHTS AND THE AURAL WARNING TONE.  
7 WHEN THE TEST PUSHBUTTON IS RELEASED ALL LIGHTS WILL GO OUT  
8 AND AURAL WARNING TONE WILL STOP. (REFER TO TASK 1.1.5.25  
9 FOR ANNUNCIATOR LAMP TEST).

3

01.1.5.033.01 CHECK ENGINES LOOPS A  
AND B FIRE DETECTION  
LIGHTS

2

01.1.5.033.02  
CHECK APUS LOOPS A  
AND B FIRE DETECTION  
LIGHTS

CONT

01.1.5.034.00	SET EMERG GEN SW TO "ON" AND CHECK GENERATOR OUTPUT
01.1.5.034.01	RAISE SWITCH GUARD AND SET EMERG GEN SWITCH TO "ON".

5

PAGE 11

E#	E.ID	TIME	*ACTION-VERB	*C&O	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
01.1.5.034.02	CHECK EMERG GENERATOR OUTPUT	5				12			
01.1.5.035.00	POSITION FIRE WARNING AND EXTGH CIRCUIT SWITCH IN 'TEST'	10	1 2						
						12345			
01.1.5.036.00	SET FUEL QTY AND CG TEST SWITCHES UP, THEN DOWN	CONT	1 2 3 4 5						
01.1.5.036.01	SET FUEL QTY AND CG TEST SWITCHES UP	5							
01.1.5.036.02	SET FUEL QTY AND CG TEST SWITCHES ON	5							
01.1.5.037.00	CHECK FUEL QUANTITIES SHOWN IN A-V WITH ENTRIES IN FORM 781	CONT	1 2 3						
01.1.5.037.01	SET FUEL SEL TK TO VARIOUS POSNS AND CHECK DIGITAL READOUT	CONT							
01.1.5.038.00	DEPRESS OXYGEN QTY TEST PUSHBUTTON	5							
01.1.5.039.00	VERIFY THAT WING SWEEP HANDLES ARE IN FULL FWD POSN (15 DEG)	4	1 2 3 4						
01.1.5.040.00	REQUEST ALL CLEAR FROM GROUND CRLW BEFORE OPERATING CONTROLS	10	1 2						
01.1.5.041.00	CYCLE FLAPS-SLATS FOR SYSTEM CHECK WITH SURF POSN INDICATORS	10	1 2						

1 AT THE SAME TIME THE APU AND ENGINE FIRE SWITCH LIGHTS ILLUMINATE, THE MASTER AURAL AND THE WARNING TONE WILL SOUND, THIS INDICATES ALL FIRE WARNING CIRCUITS ARE FUNCTIONING PROPERLY. WHEN THE TEST SWITCH IS RETURNED TO 'OFF' THE LIGHTS GO OUT AND THE AURAL TONE STOPS.

1 ENGINE INSTRUMENT TAPES RETURNED TO ORIGINAL POSITION AFTER BEING CYCLED UP THE SCALE THEN DOWN THE SCALE.

3 THIS TEST IS ONLY FOR VALIDATING THE QUANTITY INDICATORS.

1 GAGE WILL DROP OFF TO ZERO AND WILL RETURN TO PREVIOUS SETTING WHEN TEST PUSHBUTTON IS RELEASED.

3 THIS IS A CHECK OF THE GAGE TO ASSURE THAT THE QUANTITY INDICATED IS CORRECT.

12

12 34

1 BOTH HANDLES FULL FORWARD AND WING SWEEP POSITION INDICATOR AGREE.

1

1 GROUND OBSERVER GIVES ALL CLEAR.

12

1 FLAPS-SLATS CYCLED AND CHECKED WITH SURFACE POSITION INDICATORS; VERIFICATION OF OPERATION FROM GO RECEIVED.

PAGE 12  
E#

E#	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*IO	*INIT-CUE	*OPERATOR	*TE#
01.1.5.042.00	30	CYCLE PRIMARY FLIGHT CONTROLS AND CHECK ON SURF POSN INDICATORS		1	2			
								1 MOVEMENT NOTED ON SURFACE POSITION INDICATORS. 2 GO CAN ALSO BE USED TO VERIFY MOVEMENT IF TIME PERMITS.
01.1.5.043.00	CONT	VERIFY OPERATION OF STANDBY PITCH TRIM SYSTEM						
01.1.5.043.01	5	SET PITCH TRIM POWER SWITCH IN 'STBY' POSITION						
01.1.5.043.02	40	OPERATE PILOT'S CONSOLE STBY PITCH TRIM SWITCH UP THEN DOWN						12
01.1.5.044.00	CONT	VERIFY OPERATION OF ALTERNATE TRIM SYSTEM						
								1 MOVEMENT ON STABILIZER SURFACE POSITION INDICATORS OBSERVED FOR EACH SWITCH POSITION. 2
01.1.5.044.01	5	SET PITCH, ROLL, AND YAW POWER SWITCHES (3) IN 'ALTER' POSN						
01.1.5.044.02	30	OPERATE PILOT'S STICK TRIM SWITCH AND CHECK POSN INDICATORS						34 12
01.1.5.044.03	10	OPERATE PILOT'S TRIM YAW SWITCH AND CHECK POSN INDICATORS						
								1 STICK TRIM SWITCH IS OPERATED FIRST IN UP AND DOWN AND THEN IN LEFT AND RIGHT DIRECTIONS. 2 MOVEMENT OF SURFACE POSITION INDICATORS OBSERVED FOR EACH STICK SWITCH POSITION. 34 12
01.1.5.045.00	CONT	VERIFY OPERATION OF NORMAL TRIM SYSTEM						
01.1.5.045.01	5	SET PITCH, ROLL, AND YAW POWER SWITCHES (3) IN 'NORM' POSN						
01.1.5.045.02	30	OPERATE PILOT'S STICK TRIM SWITCH AND CHECK POSN INDICATORS						34 12
								1 PILOT'S CONSOLE FLT CONTR TRIM YAW SWITCH IS OPERATED FIRST TO THE LEFT THEN TO THE RIGHT. 2 MOVEMENT OF SURFACE POSITION INDICATORS OBSERVED FOR BOTH LEFT AND RIGHT SWITCH POSITIONS. 34 12
								1 STICK TRIM SWITCH IS OPERATED FIRST IN UP AND DOWN AND THEN IN LEFT AND RIGHT DIRECTIONS. 2 MOVEMENT OF SURFACE POSITION INDICATORS OBSERVED FOR EACH STICK SWITCH POSITION. 34 12

PAGE 13 E#	E.I.O	TIME	*ACTION-VERB	*C&O	*COMP-CUE	*IO	*INIT-CUE	*OPERATOR	TE#
01.1.5.045.03	OPERATE PILOT'S TRIM YAW SWITCH AND CHECK POSN INDICATORS	10	1 2 3 4		34	12			
			1 2 3 4						
01.1.5.045.04	DEPRESS TTO PUSHBUTTON AND CHECK GREEN LIGHT	10	1 2						
01.1.5.046.00	VERIFY SPEEDBRAKE OPERATION	4	1						
01.1.5.046.01	SET LEVER LOCKED SPOBK SWITCH TO 'ALTER' POSITION	4	1						
01.1.5.046.02	SET EITHER NO.4 THROTTLE SPOBK SWITCH TO 'OUT' POSITION	4	1						
01.1.5.046.03	SET EITHER NO.4 THROTTLE SPOBK SWITCH TO 'IN' POSITION	4	1 2 3 4 5						
01.1.5.046.04	SET LEVER LOCKED SPOBK SWITCH TO 'NORM' POSITION	4	1 2						
01.1.5.046.05	SET EITHER NO.4 THROTTLE SPOBK SWITCH TO 'OUT' POSITION	4	1 2						
01.1.5.046.06	SET EITHER NO.4 THROTTLE SPOBK SWITCH TO 'IN' POSITION	4	1 2						

PILOT'S CONSOLE FLT CONTR TRIM YAW SWITCH IS OPERATED FIRST TO THE LEFT THEN TO THE RIGHT.

MOVEMENT OF SURFACE POSITION INDICATORS OBSERVED FOR BOTH LEFT AND RIGHT SWITCH POSITIONS.

TTO PUSHBUTTON IS DEPRESSED TO SET UP FLIGHT CONTROL SYSTEM FOR TAKE-OFF.

THIS CHECKS THE ALTERNATE SPEEDBRAKE POWER SOURCE.

ALL 8 SPOILER INDICATORS ON SURFACE INDICATOR PANEL WILL SHOW 'UP' AS ALL 8 SPOILERS ACT AS SPEEDBRAKES ON THE GROUND.

IN THE AIR, ONLY THE TWO INBOARD SPOILERS ON EACH WING (TOTAL OF 4) ACT AS SPEEDBRAKES.

ALL 8 SPOILER INDICATORS ON SURFACE INDICATOR PANEL SHOW BLANK.

THE SWITCH IS LEFT IN THIS POSITION FOR NORMAL FLIGHT OPERATIONS.

ALL 8 SPOILER INDICATORS ON SURFACE INDICATOR PANEL WILL SHOW 'UP' AS ALL 8 SPOILERS ACT AS SPEEDBRAKES ON THE GROUND.

IN THE AIR, ONLY THE TWO INBOARD SPOILERS ON EACH WING (TOTAL OF 4) ACT AS SPEEDBRAKES.

ALL 8 SPOILER INDICATORS ON SURFACE INDICATOR PANEL SHOW BLANK.



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E#

E.I.O	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
01.1.5.056.00	1	SET INS 2 SWITCH TO 'ENBL'		1				
01.1.5.057.00	10	SET GROUND POSITION (LAT, LONG, MAGNETIC VARIATIONS) VIA IKB						
01.1.5.058.00	2	SET FLR OPERATING MODE ROTARY CONTROL TO 'STBY'						
01.1.5.059.00	2	SET EVS VIDEO SELECT ROTARY KNOB TO 'STBY'						
01.1.5.061.00	2	SET FLIR MODE SELECT ROTARY CONTROL TO 'STBY'						
01.1.5.062.00	5	DEPRESS MEMORY CONTROL PUSHBUTTON TO LOAD MISSION CASSETTE			12			
01.1.5.063.00	120	VERIFY MISSION DATA CASSETTE IS LOADED						
01.1.5.064.00	10	SET FLR OPERATING MODE CONTROL TO 'ON' AND ADJUST						
01.1.5.065.00	5	CLEAR WITH GO FOR RADAR TRANSMIT CHECK						
01.1.5.066.00	10	SET FLR OPERATING MODE TO 'XMIT' AND CHECK OPERATION						
01.1.5.067.00	2	SET FLR OPERATING MODE TO 'ON'						
01.1.5.068.00	5	INFORM GO THAT FLR TRANSMIT CHECK IS COMPLETE						
01.1.5.069.00	4	SET TFR MODE SWITCHES TO 'STBY'						
01.1.5.070.00	CONT	PERFORM OPERATIONAL CHECK OF RADAR ALTIMETER						

*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
1 SWITCH POSITIONED TO 'ENBL' AND INDICATOR LIGHT ON.						
1 IKB DATA TRANSFER CONTROL SET TO 'MISSION TAPE' IN TASK ELEMENT NO. 1.1.4.67C.	12		345			
1 CASSETTE LOADING VERIFIED BY CALLING UP SEQUENCE NUMBERS ON NAV PANEL AND SMS PANEL.						
2 NAVIGATION LOAD VERIFIED ON NAV PANEL. STRIKE MISSION WEAPON DELIVERY PROGRAM CHECKED AND VERIFIED ON SMS CRT READOUT.						
1 FLR SCOPE SWEEP, CURSORS AND RANGE MARKERS CHECKED AND ADJUSTED.	2					
1 INTENT TO TRANSMIT RADAR SIGNAL.						
2 GROUND OBSERVER CONFIRMS AREA IS CLEAR.	1					
1 FLR CRT PICTURE CHECKED.						
1 TFR SET IN 'STBY' FOR WARM UP.						



E#	E.ID	TIME	*ACTION-VERB	*C&O	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
01.1.5.070.01	SET SELECTOR TO '1' AND CHECK SELF TEST CIRCUITS	40			1	234			
			1 GREEN SELF TEST VALID LIGHT ILLUMINATES. 2 BY STARTING RADAR ALTIMETERS (2 SETS) IN CHANNEL '1' OR '2'. 3 POSITION THEN MOVING TO CHANNEL '1' THEN TO '2' SAVES 4 WARMUP TIME ON ONE SET.						
01.1.5.070.02	SET SELECTOR TO '2' AND CHECK SELF TEST CIRCUITS	40							
			1 GREEN SELF TEST VALID LIGHT ILLUMINATES.			12			
01.1.5.070.03	SET SELECTOR TO '1' OR '2' FOR NORMAL OPERATIONS								
			1 LOW ALTITUDE FLY UP CIRCUIT TEST PROVISIONS ON RADAR 2 ALTIMETER CONTROL PANEL ARE CHECKED DURING TFR CHECKOUT.			1			
01.1.5.071.00	CHECK TFR'S OPERATIONALLY	150							
			1 GO OR CREW CHIEF VERIFIES AREA CLEAR FOR RADAR TRANSMISSION						
01.1.5.073.00	SET FLIR MODE SELECT CONTROL TO 'DPR'	2							
01.1.5.076.00	SET EVS VIDEO SELECT CONTROL TO 'FLIR'	2							
01.1.5.077.00	CHECK FLIR DISPLAY PRESENTATION (MFD)	10							
			1 ASSUMES TIME AVAILABLE FOR FLIR WARM-UP.			1			
01.1.5.078.00	DEPRESS INS 1 SELECT PUSHBUTTON TO CHECK ALIGNMENT	2							
			1 INS 1 SELECT PUSHBUTTON DEPRESSED AND ILLUMINATED.						
01.1.5.079.00	CHECK INS 1 ALIGNMENT								
01.1.5.080.00	DEPRESS INS 2 SELECT PUSHBUTTON TO CHECK ALIGNMENT	2							
			1 INS 2 SELECT PUSHBUTTON DEPRESSED AND ILLUMINATED.						
01.1.5.081.00	CHECK INS 2 ALIGNMENT	5							
01.1.5.082.00	DEPRESS DISPLAY SELECT PUSHBUTTON	5							
01.1.5.083.00	DEPRESS DATA SELECT FOR NUCLEAR WEAPON LOCATION AND STATUS	25							
			1 STATUS AND INVENTORY FORMAT DISPLAYED AND CHECKED ON 2 SELECTED SMS CRT.						
01.1.5.111.00	SELECT ACU FUNCTION	2							
01.1.5.112.00	SELECT LAMP TEST OPTION	2							
01.1.5.113.00	SELECT NAVIGATION AUXILIARY OPTION	2							
01.1.5.114.00	NOTE LAMP STATUS ON NAV, NAV CORRECTION, AND AUXILIARY PANELS	IND							
01.1.5.115.00	SELECT STORES MANAGEMENT SYSTEM OPTION	2							



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E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
01.1.5.116.00	NOTE LAMP STATUS ON SMS, STORES DELIVERY PANEL	2							
01.1.5.117.00	SELECT IKB OPTION	IND							
01.1.5.118.00	NOTE STATUS OF IKB LAMPS	2							
01.1.5.119.00	DESELECT ACU FUNCTION	2							
01.1.5.120.00	TEST EVS VIDEO SELECT	2							
01.1.5.121.00	NOTE STATUS OF BNS HDG LAMP	2							
01.1.5.124.00	TEST FLIR CONTROL PANEL LAMPS	2							
01.1.5.125.00	NOTE STATUS OF FLIR CONTROL PANEL LAMPS	2							
01.1.5.126.00	TEST EVS STEERING CONTROL PANEL LAMPS	2							
01.1.5.127.00	NOTE STATUS OF EVS STEERING CONTROL PANEL LAMPS	2							
01.1.5.128.00	TEST FLIR INDICATOR, RECORDER LAMPS	2							
01.1.5.129.00	NOTE STATUS OF FLIR INDICATOR, RECORDER LAMPS	5							
01.2.1.001.00	VERIFY THAT FLAPS-SLATS ARE RETRACTED	12							
01.2.1.002.00	VERIFY THAT SPOBRKS ARE RETRACTED	12							
01.2.1.003.00	VERIFY UHF RADIOS BY CONTACTING COMMAND POST	30							
01.2.1.004.00	SET BOTH RADAR XPNDR POWER CONTROLS TO 'STBY' POSITION	5							
01.2.1.005.00	VERIFY THAT THE AFCS IS DISENGAGED	5							
01.2.1.006.00	DEPRESS WEAPONS BAY DOORS CONTROL TO OPEN-CLOSE AS REQUIRED	10							
01.2.1.007.00	SET VIDEO SELECT SWITCH TO 'OFF'	2							

1 CONTROL HANDLE IN RETRACTED POSITION AND SURFACE POSITION  
2 INDICATORS SHOW FULL RETRACTION.

1 EACH UHF SET RESPONDS NORMALLY WHEN CONTACT MADE TO COMMAND  
2 POST.

1 WHITE DISENGAGED LIGHTS ILLUMINATED.  
12345

1 CLEAR WITH GO BEFORE OPERATING. NORMALLY, BAY DOORS WOULD  
2 BE OPEN AFTER MMS WEAPONS LOADING PRIOR TO COCKING BY  
3 AIRCREW. A POSSIBILITY MAY EXIST (TBD) THAT A-V WOULD BE  
4 ACCEPTED WITH WPNS BAY DOORS SEALED AND SIGNED OFF FROM  
5 MMS. DOORS MAY BE OPEN TO CHECK FOR PINS-LOCKS IN PLACE.

PAGE 18	E-ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
01.2.1.009.00	SET FLIR MODE SELECT ROTARY SWITCH TO 'OFF'	2							
01.2.1.010.00	SET FLR OPERATING MODE ROTARY CONTROL TO 'OFF'	2							
01.2.1.014.00	SET ALIGNMENT MODE OPTION THRU IKB PUSHBUTTONS	20				12			
01.2.1.016.00	SET INS 1 SELECT PUSHBUTTON TO 'OUT'	2							
01.2.1.017.00	SET INS 2 SELECT PUSHBUTTON TO 'OUT'	2							
01.2.1.018.00	SET NAV MODE AUTO MAN PUSHBUTTON TO 'AUTO'	2							
01.2.1.019.00	SET NAV MODE LAND SEA PUSHBUTTON TO 'LAND'	2							
01.2.1.020.00	SET X-HAIR PUSHBUTTON TO 'DEST'	2							
01.2.1.021.00	SET GEN NAV POWER SWITCH TO 'DSBL'	2							
01.2.1.022.00	SET WPN DEL POWER SWITCH TO 'DSBL'	2							
01.2.1.023.00	NOTIFY 'P-CP' READY FOR 'POWER OFF'	5							
01.2.1.024.00	SET APU MODE SWITCHES TO 'OFF' POSITION	6							
01.2.1.025.00	SET WSHLD POWER SWITCH TO 'BOTH' POSITION	5							
01.2.1.026.00	SET IFF MASTER CONTROL SWITCH TO 'NORM' POSITION	5							
01.2.1.027.00	SET APU MODE SWITCHES TO 'RUN' POSITION	6							
01.2.1.028.00	SET BATT SWITCH TO 'ALERT-ARM' POSITION	5							
01.2.1.029.00	SET INS 1 ENBL TOGGLE SWITCH TO 'ENBL'	2							
01.2.1.030.00	SET INS 2 ENBL TOGGLE SWITCH TO 'ENBL'	1							
01.2.1.031.00	SET DPLR MODE SELECT TOGGLE SWITCH TO 'STBY'	2							
01.2.1.032.00	SET ACU (GEN NAV) TOGGLE SWITCH TO 'ON'	2							

1 ALIGNMENT MODE OPTION MAY BE AIR ALIGN, GRD ALIGN OR AUTO  
2 CAL.

1 'P-CP' ACKNOWLEDGES. 1

1 THIS ACTION REMOVES ALL AC POWER FROM A-V.

12

1 THESE SWITCHES ARE PREPOSITIONED FOR REMOTE APU START  
(NOSEWHEEL ALERT START BUTTON). 1

1 THIS SWITCH IS PRE-POSITIONED FOR ALERT SCRAMBLE.

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E#

E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*IN-T-CUE	*OPERATOR
01.2.1.033.00	2	SET ACU (WPN DEL) TOGGLE SWITCH TO 'ON'					
01.2.1.034.00	2	SET FLR OPERATING MODE DETENTED ROTARY CONTROL TO 'STBY'					
01.2.1.035.00	2	SET FLIR MODE SELECT DETENTED ROTARY CONTROL TO 'OPR'					
01.2.1.036.00	3	SET AIRSPEED-ALTITUDE SPEED IDENTIFIER CONTROL TO 'CAS'					
01.2.1.037.00	30	PLACE A-3 BAG IN APPROPRIATE CREW STATION			123		
01.2.1.038.00	800	PLACE CREW MISSION FILE ABOARD A-V			1		
01.2.1.039.00	50	CHECK GROUND SAFETY PINS AND LOCKS REMOVED			23		
01.2.1.040.00	5	CHECK CLIMATIC COVERS INSTALLED, IF REQUIRED			1		
01.3.1.001.00	CONT	PERFORM EXTERIOR INSPECTION					
01.3.1.001.01	180	CHECK ALL SERVICING COMPLETE AGAINST FORM 781.					
01.3.1.001.02		CHECK BOMB PRE FLIGHT ACCOMPLISHED BY MMS			1		
01.3.1.001.03	1020	PERFORM EXTERIOR INSPECTION IN DETAIL			12345		
01.3.1.002.00	300	ASSUME CREW POSITIONS					
01.3.1.003.00	5	CHECK NUCLEAR SWITCH TO 'NORM'					
01.3.1.004.00	2	APPLY POWER SOURCE TO A-V (APU OR EXT. SUPPLY)			1		
					12		

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E#

E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*IO	*INIT-CUE	*OPERATOR	*TE#
01.3.1.005.00	2	CHECK OXYGEN QUANTITY						
01.3.1.006.00	10	SET FUEL AND CG TEST SWITCH						
01.3.1.007.00	300	CHECK UHF 1 AND 2 RADIO'S WITH COMMAND POST AND GRO CONTROL						
01.3.1.008.00	10	CHECK PERSONAL GEAR AND ARRANGEMENT ABOARD THE A-V						
01.3.1.009.00	10	CHECK COMBAT MISSION FOLDER (CMF) CONTAINER IS SECURE	1		23			
01.3.1.010.00	6	PLACE APU MODE SWITCHES TO 'OFF' POSITION	1					
01.3.1.011.00	6	RETURN APU MODE SWITCHES TO 'RUN' POSITION	1					
01.3.1.012.00	5	SET BATT SWITCH TO 'ALERT-ARM' POSITION	1					
01.3.2.001.00	IND	PERFORM STORE STATION INSPECTION	1					
01.3.2.002.00	1856	PERFORM DAILY ALERT PREFLIGHT CHECKLIST	1					
01.3.2.003.00	180	SET CSSC CONTROLS FOR OPERATIONAL TEST CHECK	1					
02.1.1.001.00	30	RUN TO NOSE OF THE A-V	1					
02.1.1.002.00	30	RUN TO CREW MODULE ENTRY	1					

1 CMF = COMBAT MISSION FOLDER  
2 DAILY ALERT PREFLIGHT MAY BE ACCOMPLISHED BY TWO CREW  
3 MEMBERS IAW COMMAND POLICY 1

1 THIS IS THE SAME TASK AS 1.2.1.20A 1

1 THIS IS THE SAME TASK AS 1.2.1.23A 1234

1 SAME TASK AS 1.2.1.24A. IF EXTERNAL POWER WAS USED  
2 EXTERNAL POWER SWITCH WOULD BE PLACED 'OFF'. IF APU'S  
3 ARE USED, APU MODE SWITCHES WOULD BE PLACED 'OFF' THEN  
4 BACK TO 'RUN' AFTER APU SHUTDOWN. 1234

1 WHEN A CREW IS REPLACED, BUT THE AIRCRAFT IS TO REMAIN ON  
2 ALERT, THE NEW CREW WILL ACCEPT THE AIRCRAFT BY  
3 ACCOMPLISHING THE 'STORES STATIONS INSPECTION' (TASK 1.1.3)  
4 AND DAILY ALERT PREFLIGHT CHECKLIST (TASK 1.3.1). 1

1 SAME TASK AS 1.3.1. 1

1 SAME TASK AS 1.1.5.18A-8. 1

1 THE ALERT START SWITCH IS LOCATED ON THE NOSE WHEEL STRUT. 12

1 MAY BE SEVERAL SECONDS WAIT UNTIL DOOR OPENS AND LADDER  
2 DROPS

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E#	E.ID	TIME	*ACTION-VERB	*C&D	*CDMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE*
02.1.1.003.00	PUSH ALERT START PUSH-BUTTON	2		12			3456		
			1 2 3 4 5 6			12			
02.1.1.004.00	PULL ENTRY LADDER RELEASE HANDLE TO *POWER ASSIST*	2				3			
						12			
02.1.1.005.00	RUN TO A-V ENTRY	5							
			1 2 3						
02.1.2.001.00	ASCEND LADDER	4							
			1 2 3						
02.1.2.002.00	PROCEED TO SEAT	2							
02.1.2.003.00	CLIMB INTO AND ADJUST SEAT	2	1						
02.1.2.004.00	BUCKLE AND ADJUST RESTRAINT HARNESS	4							
			1 2						
02.1.2.005.00	PUT ON HEADGEAR	10							
			1 2						
02.1.2.006.00	CHECK APU START STATUS	10							
02.1.2.006.01	CHECK APU *LRUN & *RRUN* INDICATORS ARE GREEN	2							
02.1.2.006.02	CHECK APU EXH TEMP INDICATORS	2							
02.1.2.006.03	MONITOR *VDLTS* AND *FREQ* INDICATORS ON ELECTRICAL PANEL	4							
			1 2 3						
02.1.2.007.00	DEPRESS PARKING BRAKES THEN DEPRESS BRAKE CONTROL SWITCH/LITE	2							
			1 2 3 4 5						

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E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
02.1.3.001.00	PLACE ENGINE 1,2,3,4 SWITCHES TO 'START' POSITION	2				123			
02.1.3.002.00	MONITOR ENGINE START	CONT	12						
02.1.3.003.00	SET APU MODE SWITCHES TO 'OFF'	2							
02.1.3.004.00	RECEIVE AND COPY COMMAND	IND							
02.2.1.001.00	MAINTAIN COMMUNICATIONS WITH COMMAND POST	CONT	12						
02.2.1.002.00	RESTART APU, SELECT EITHER R OR L APU MODE SWITCH TO 'START'	10							
02.2.1.003.00	CHECK APPROPRIATE APU 'RUN' INDICATOR LIGHT(S) GREEN	10							
02.2.1.004.00	CHECK APPROPRIATE APU EXH. TEMP INDICATOR IN TOLERANCE	2							
02.2.1.005.00	MONITOR ELECTRICAL INDICATORS AT '230 VAC' AND '400HZ'	2							
02.2.1.006.00	SET ENGINE THROTTLES TO 'IDLE'	2							
02.2.1.007.00	MONITOR ENGINE SHUT DOWN	10							
02.2.1.008.00	SET ENGINE START PANEL SWITCHES TO 'OFF'	4							
02.2.1.009.00	RECEIVE INSTRUCTION TO LAUNCH	30							
03.1.1.001.00	REQUEST DSO TO READ CHECKLIST	2							

1 THE FOUR ENGINE SWITCHES ON THE CENTER PEDESTAL ARE LEVER LOCKED AND ARE DESIGNED TO AUTOMATICALLY RELEASE TO THE 'RUN' POSITION AT THE END OF ENGINE 'START'.  
 2 CHECK CORE RPM. T80 ENGINE TEMPERATURE IS CLOSELY MONITORED ON THE ENG TEMP GAUGES.  
 1  
 1 THESE LEVER LOCKED SWITCHES ARE ON THE OVERHEAD PANEL 1  
 23  
 1 MUST VERIFY COMMAND MESSAGE PRIOR TO START OF TAKE-OFF ROLL DEPENDING ON MESSAGE RECEIVED, CREW PROCEEDS TO EITHER 2.2, 'RECOVERY TO MINIMUM REACTION POSTURE', OR TO M.S. 3.  
 1  
 1 MAINTAIN CONSTANT COMMUNICATIONS WITH THE COMMAND POST FOR 12  
 2 FURTHER INSTRUCTIONS. 3  
 1 AT LEAST ONE APU WILL BE NEEDED TO PROVIDE POWER FOR ECS, COMMUNICATIONS, ETC., SINCE ENGINES WILL NOW BE SHUT DOWN.  
 2  
 3 THE CREW IS INSTRUCTED TO MAINTAIN COCKPIT ALERT.

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F#

E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*IO	*INIT-CUE	*OPERATOR	*TE#
03.1.1.002.00	60	5			1234			
								1 THE CHECKLIST ITEMS (PRETAXI & PRETAKEOFF) ARE READ BY ONE OF THE SYSTEM OPERATORS. THE CO-PILOT THEN PERFORMS THE VISUAL CHECK AND/OR MANUAL TASK, THEN HE INFORMS THE SYSTEM OPERATOR WHO PROCEEDS TO THE NEXT CHECKLIST ITEM. THIS IS REALLY A SERIES OF ACTIONS: READ-CHECK-VERIFY
03.1.1.003.00	CONT							123
								1 THE PILOTS INTENTION TO TAXI FOLLOWS THE COMMAND POST MESSAGE TO LAUNCH. THIS MESSAGE IS RELAYED OR MONITORED BY THE SYSTEM OFFICERS.
03.1.1.003.02	2							123
								1 NO 'READY' LIGHT AVAILABLE. RADAR FORMAT AVAILABLE 300 SECONDS AFTER POWER ON AIRCRAFT. THE APQ-144 DISPLAY FORMAT INCLUDES RANGE MARKS AND OTHER MARKER SEGMENTS.
03.1.1.003.03	2							12
								1 COURSE ALIGNMENT LIGHT STARTS TO FLASH FOR PARTICULAR INS IN HARDWARE ALIGNMENT PHASE AFTER 8 MINUTES INTO WARM UP.
03.1.2.001.00	2							12
								1 THIS LEVER LOCKED SWITCH WILL BE LOCKED IN THE ALERT-ARM POSITION, THE CO-PILOT WILL SET THE SWITCH TO 'AUTO-ON'.
03.1.2.002.00	2							123
								1 THE SYNCHRONIZATION INDICATOR SHOULD BE CENTERED. IF NOT, THE GSS MAY BE SYNCHRONIZED BY DEPRESSING THE HEADING SET KNOB UNTIL THE SYNCHRONIZATION INDICATOR CENTERS.
03.1.2.003.00	5							123
								1 THE FLAP INDICATOR SHOULD SHOW 'DOWN', SPOILERS SHOULD SHOW DOWN, SLATS SHOULD BE EXTENDED, HORIZ STABILIZER IS T80 RUDDER TRIM SHOULD BE AT ZERO, AND THE WING SWEEP IS TEO.
03.1.2.005.01	10							123
								1 THE DSO ANNOUNCES THE CREW MODULE DOOR CLOSED & LOCKED
03.1.2.007.00	3							1
								1 THE PILOT ACKNOWLEDGES THIS REPORT
03.1.2.008.00	10							123
								1 CHECKLIST ITEMS WILL BE READ, ACCOMPLISHED, AND RESPONSES MADE DURING TAXI OPERATION. THE DSO ACKNOWLEDGES THIS REQUEST
03.1.2.009.00	4							1
								1 THE PILOT ACKNOWLEDGES THIS REPORT
03.2.1.001.00	2							123
								1 CHECKLIST ITEMS WILL BE READ, ACCOMPLISHED, AND RESPONSES MADE DURING TAXI OPERATION. THE DSO ACKNOWLEDGES THIS REQUEST



E#	E.ID	TIME	*ACTION-VERB	*C&O	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
03.2.1.002.00	READ AND VERIFY COMPLETION OF CHECKLIST ITEMS	IND							
03.2.1.003.00	SET TO-LOG LT SWITCH TO 'TAXI'	2	1 THE PILOT REQUESTS THIS TASK ELEMENT 12						
03.2.1.004.00	SET ANTI CLSN LT SWITCH TO 'ANTI CLSN'	2	1 TAXI LIGHTS ARE USED TO SIGNAL GROUND CREW THAT AIRCREW IS READY TO TAXI 12						
03.2.1.005.00	SET EXT POSITION LT SWITCHES (2) TO 'BRT' AND 'STEADY'	2	1 ANTI-COLLISION LIGHTS MUST BE ON PRIOR TO TAXI ROLL TO INDICATE TAXING AIRCRAFT 2						
03.2.1.007.00	TAXI ON CREW CHIEF'S SIGNAL	IND							
03.2.2.001.00	ENGAGE NOSE GEAR STEERING	3							
03.2.2.002.00	RELEASE PARKING BRAKES	2							
03.2.2.003.00	ADVANCE THROTTLES TO TAXI POWER LEVEL	5							
03.2.2.004.00	DEPRESS TOE BRAKES MOMENTARILY TO CHECK BRAKING ACTION								
03.2.2.005.00	CONTINUE TO TAXI	60	1 CHECK BRAKES SEPARATELY AND NOTE A-V BRAKING ACTION WITH EACH APPLICATION 123						
03.2.3.001.00	MONITOR COMMUNICATIONS	CONT							
03.2.3.003.00	CHECK TAXI AREA CLEAR BY LOOKING THROUGH AUTOMATIC F-P WINDO	IND	1 VISUAL ACCESS TO TAXI OPERATION ACCOMPLISHED VIA FLASH-BLINDNESS WINDOW, DURING EWO MISSION. THIS MAY BE AUGMENTED BY FLASHBLINDNESS WINDOW. 2 3						
03.2.3.004.00	SECURE SEAT RESTRAINTS	15	1 TASK 3.2.3.3A MEETS THE CLOSE CURTAIN OPERATION REQUIREMENT 12						
03.2.3.005.00	REMOVE EJECTION PINS	5	1 THERE IS A FIVE STRAP SEAT BUCKLE. THIS IS NOT A NECESSARY ITEM BUT CAN BE ACCOMPLISHED AT THIS TIME. 12						
03.2.3.006.00	MONITOR HYDRAULIC PANEL QUANTITY AND PRESSURE GAUGES	CONT	1 PINS ARE REMOVED FROM THE EJECTION HANDLES D1-1.1, D1-1.2, D1-1.3 AND D1-1.4. 2						
03.2.3.007.00	COMPUTE TAKE-OFF DATA	IND	1 DSO WILL DETERMINE TAKE-OFF DATA BASED ON LATEST TEMPERATURE AND PRESSURE ALTITUDE INFORMATION AND RELAY THIS TO THE PILOT AND CO-PILOT. 123						





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E#

E.I.O	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
04.2.1.002.00	3	ADVANCE THROTTLES TO INTERMEDIATE POSITION		12				
04.2.1.003.00	4	CHECK ENGINE INSTRUMENTS	1 2					
04.2.1.004.00	4	ADVANCE THROTTLES TO MAXIMUM POWER	1					
04.2.1.005.00	4	CHECK ENGINE INSTRUMENTS FOR PERFORMANCE ASSESSMENT	2					
04.2.2.002.00	CONT	MAINTAIN A-V ALIGNMENT ON RUNWAY WITH RUDDERS	12					
04.2.3.004.00	2	NOTIFY CREW OF DECISION TO CONTINUE TAKE-OFF	23					
04.2.3.005.00	4	MONITOR ENGINE PERFORMANCE	1					
04.2.4.001.00	2	ANNOUNCE ROTATION SPEED TO PILOT	1					
04.2.4.002.00	2	APPLY BACK PRESSURE ON CONTROL STICK	1					
04.2.4.003.00	2	ANNOUNCE UNSTICK SPEED (S2)	12					
04.2.5.001.00	3	ESTABLISH PROPER PITCH ANGLE FOR LIFTOFF	12					
04.2.5.002.00	CONT	MAINTAIN PROPER PITCH ANGLE FOR LIFTOFF	12					
04.2.5.003.00	CONT	MAINTAIN LATERAL AND DIRECTIONAL CONTROL	12					
04.2.5.004.00	1	DISENGAGE NOSEWHEEL STEERING	123					

1 THE PILOT ADVANCES THE THROTTLES AND THEN CHECKS THE ENGINE INDICATORS

1 IF ANY ENGINE PARAMETERS ARE OUT OF TOLERANCE, THE TAKE-OFF WILL BE ABORTED. THE PILOT WILL ANNOUNCE THIS OVER UHF RADIO AND TURN ONTO THE FIRST TAXI-WAY THAT SPEED PERMITS.

1 STEERING SHOULD BE ACCOMPLISHED WITH THE RUDDER PEDALS THROUGHOUT THE GROUND RUN.

1 THE DSO NOTIFIES THE PILOT 'SI - NOW'

2 THE PILOT NOTIFIES THE CREW OF THE DECISION TO CONTINUE TAKE-OFF

1 CO-PILOT ANNOUNCES 'ROTATION SPEED - NOW'

1 THE CO-PILOT ANNOUNCES TO THE PILOT ROTATION SPEED (S2)

1 AT UNSTICK SPEED CO-PILOT ANNOUNCES OVER THE ICS 'NOW' THE PILOT ACKNOWLEDGES.

1 CONTROL STICK MOTION WILL BE REQUIRED TO MAINTAIN THE PROPER FLIGHT PATH ANGLE.

1 LATERAL AND DIRECTIONAL CONTROL WILL BE MAINTAINED AS NECESSARY WITH THE CONTROL STICK, RUDDERS AND TRIM BUTTON.

1 THE NOSEWHEEL STEERING SHOULD BE DISENGAGED AT LIFTOFF.

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E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
05.1.1.001.00	DETERMINE AIRCRAFT ACHIEVED POSITIVE RATE OF CLIMB	4							
05.1.1.002.00	RETRACT LANDING GEAR	15							
05.1.1.003.00	ACCELERATE TO TBD KTS (INITIAL F-S RETRACT SPD) MAINTAIN HDG	IND							
05.1.1.004.00	ADJUST TRIM SWITCH AS REQUIRED	3							
05.1.2.001.00	INITIATE FLAP-SLAT RETRACTION CYCLE								
05.1.2.001.01	MONITOR IAS FOR FLAP LIMIT SPEED	CONT							
05.1.2.001.02	SET FLAP-SLAT LEVER TO 'UP' THEN 'RET'	20							
05.1.2.001.03	MONITOR FLAP-SLAT INDICATOR	CONT							
05.1.2.003.00	SET WING SWEEP FOR BEST CLIMB	VAR							
05.1.2.004.00	ACCELERATE TO TBD IAS AND MAINTAIN THROUGHOUT CLIMB	IND							
05.1.2.005.00	ADJUST TRIM AS REQUIRED	3							
05.1.2.006.00	MAINTAIN DEPARTURE HEADING(S) AND BEST CLIMB SPEED	IND							
05.1.3.001.00	SET THROTTLES TO CLIMB POWER	5							
05.1.3.002.00	MONITOR ENGINE INDICATORS	6							

12

1 ACTUAL CUE FOR PILOT TO ACCELERATE TO FLAP-SLAT RETRACTION  
2 SPEED IS THE CO-PILOTS ANNOUNCEMENT OF 'GEAR UP & LOCKED'

12

1 RETRIM WILL BE REQUIRED AT RANDOM INTERVALS DURING  
2 FLAP-SLAT RETRACTION SCHEDULE

123456

1 DURING THIS CYCLE THE PILOT SHOULD CLOSELY MONITOR A-V  
2 ATTITUDE, ESPECIALLY DURING THE LAST 20% OF FLAP REDUCTION.  
3 KEEPING THE A-V PROPERLY TRIMMED. THIS CYCLE CAN BE MORE  
4 THAN A ONE STAGE OPERATION DEPENDING ON A-V ACCELERATION  
5 AND FLAP-SLAT RETRACTION RATE TO PREVENT EXCESSIVE LOSS OF  
6 LIFT WITH CONFIGURATION CHANGE

12

1 DO NOT EXCEED KIAS (TBD) PRIOR TO FLAP-SLAT RETRACTION.  
2 MONITOR IAS THROUGHOUT SCHEDULE

12

1 CHECK FLAP-SLAT INDICATORS FOR 'UP' AND 'RET' PLUS  
2 FLAP-SLAT LEVER FOR UP AND FORWARD POSITION.

1

1 USE COMPUTATION TABLE FOR BEST CLIMB SPEED

2

1

1 AFTER FLAP-SLAT RETRACTION, TRIM WILL BE REQUIRED DURING  
2 ACCELERATION UNTIL BEST CLIMB SPEED IS REACHED

12

1 DEPARTURE HEADING(S) AND BEST CLIMB SPEED ARE MAINTAINED  
2 BY ADJUSTING THE CONTROL STICK AND RUDDERS

12

1 CLIMB AT SPECIFIED AIRSPEED BY ADJUSTING THROTTLES TO  
2 POWER LEVEL FROM CHECKLIST TABLES.

E-ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
05.2.1.001.00	2	CHECK ANTI-ICING SWITCH SET TO 'AUTO'			12			
05.2.1.002.00	3	CHECK PITCH, ROLL AND YAW TRIM SWITCHES ARE SET IN 'NORM'			12			
05.2.1.003.00	2	SET DOPPLER SWITCH TO 'XMT'						
05.2.1.004.00	6	MONITOR A-V FLIGHT PARAMETER INDICATORS			1234			
05.2.1.006.00	6	SET E-HOUR TIME VIA IKB			12			
05.2.1.007.00	2	SET LANDING LIGHT SWITCHES TO 'OFF'						
05.2.1.008.00	6	CHECK FUEL DISTRIBUTION IN ALL TANKS			I			
05.2.1.009.00	2	CHECK CABIN PRESSURE ALTITUDE DOES NOT EXCEED 10,000 FEET			12			
05.2.1.010.00	10	SET 'BARO SET' KNBS ON AVVI, STDBY ALT, AFT A-S & ALT TO 29.92						
05.2.1.011.00	2	CONFIRM PILOT'S COMMAND OF AFCS			123			
05.2.1.012.00	2	DEPRESS AFCS 'ENGAGE' MODE			123			
05.2.1.013.00	2	DEPRESS AFCS 'MACH HOLD' PUSHBUTTON SWITCHLIGHT			1234			
05.2.1.014.00		CONFIRM PROPER IFF-SIF CODE SET						

1 THIS IS A CHECK ONLY. SWITCH SHOULD HAVE BEEN SET DURING  
2 COCKING PROCEDURE

1 THESE ARE CHECKS ONLY. SWITCHES SHOULD HAVE BEEN  
2 SET DURING THE COCKING PROCEDURE

1 MAINTAIN POSITION BY STATION KEEPING ON LEAP AIRCRAFT. BY  
2 USING FLR RETURN (EVS) OR VISUAL CONTACT. TASKS ARE  
3 SIMILAR TO M-S #5: 'REFUEL WITHOUT COMMUNICATIONS AND  
4 BEACON IDENT PROCEDURES'.

1 SET E-HOUR TIME VIA VIA IKB. CORRECT TIME DISPLAYED ON NAV  
2 PANEL 'MISN T' READOUT

1 THE FUEL DISTRIBUTION SHOULD BE WITHIN CG LIMITS

1 CABIN PRESSURE ALTITUDE SHOULD INDICATE 8000 FT WHEN A-V IS  
2 PASSING THROUGH 12000 FT ALTITUDE

1 IF THE AFCS 'TAKE COMMAND' SWITCHLIGHT IS NOT GREEN, THE  
2 PILOT SHOULD DEPRESS THE 'TAKE COMMAND' SWITCHLIGHT TO HAVE  
3 COMMAND OF THE AFCS.

1 WHEN THE PILOT DEPRESSES THE 'ENGAGE' SWITCHLIGHT, BOTH THE  
2 PILOTS AND THE CO-PILOTS 'ENGAGE' SWITCHLIGHTS ILLUMINATE  
3 GREEN

1 THE PILOT MAY MAINTAIN THE REACHED MACH LEVEL BY ENGAGING  
2 THE 'MACH HOLD' SWITCHLIGHT IF THE ENGAGED AFCS BOTH THE  
3 PILOTS AND CO-PILOTS 'MACH HOLD' SWITCHLIGHT WILL ILLUMINATE  
4 GREEN

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E#

E.ID	TIME	*ACTION-VERB	*C&O	*COMP-CUE	*IO	*INIT-CUE	*OPERATOR	*TE#
06.1.1.001.00		DEPRESS AFCS MACH HOLD PUSHBUTTON SWITCHLIGHT		12				
06.1.1.002.00	4	ADJUST THROTTLES FOR LEVEL OFF						
06.1.1.003.00	VAR	ADJUST WING SWEEP						
06.1.1.004.00	4	CHECK HEADING AND ALTITUDE INDICATORS						1
06.1.1.005.00	CONT	ADJUST CONTROL STICK AND RUDDERS FOR LEVELING AND CRUISE						
06.1.1.006.00	10	SET SLU PWR SWITCHES TO FWD,INTMO,AFT,L,PYL,R -PYL						
06.2.1.001.00	30	CHECK CIRCUIT BREAKER PANELS						
06.2.1.002.00	6	CHECK HYDRAULIC INDICATORS						
06.2.1.003.01	2	CHECK CABIN PRESSURE ALTITUDE INDICATOR						
06.2.1.004.00	10	CHECK ELECTRICAL CONTROL PANEL						
06.2.1.005.00	10	CHECK ENGINE INSTRUMENTS						
06.2.1.006.00	10	CHECK FUEL FLOW RATES, SEQUENCING, AND CG INDICATORS						
06.2.1.007.00	6	CHECK OXYGEN QUANTITY						

1	DEPRESSION OF AFCS MACH HOLD PUSHBUTTON SWITCHLIGHT TO							
2	DISENGAGE AFCS MACH HOLD.							
1	THE HEADING DATA IS RECEIVED FROM THE OSO							
1	CHECKS COMPLETED & WITHIN ACCEPTABLE LIMITS; READINGS							
2	NOTED AND RECORDED IN FLIGHT LOG AND ADJUSTMENTS PERFORMED							
3	AS REQUIRED							
1	HI-3.1 IS ALSO USED DURING HYDRAULIC QUANTITY TESTING							
2	CHECKS COMPLETE AND WITHIN ACCEPTABLE LIMITS; READINGS NOTED							
3	AND RECORDED IN FLIGHT LOG AND ADJUSTMENTS PERFORMED							
4	AS REQUIRED							
1	CHECKS COMPLETED & WITHIN ACCEPTABLE LIMITS; READINGS NOTED							
2	& RECORDED IN FLIGHT LOG AND ADJUSTMENTS PERFORMED AS							
3	REQUIRED							
1	CHECKS COMPLETED & WITHIN ACCEPTABLE LIMITS; READINGS NOTED							
2	AND RECORDED IN FLIGHT LOG & ADJUSTMENTS PERFORMED							
3	AS REQUIRED							
1	CHECKS COMPLETED & WITHIN ACCEPTABLE LIMITS; READINGS NOTED							
2	& RECORDED IN FLIGHT LOG & ADJUSTMENTS PERFORMED							
3	AS REQUIRED							
1	CHECKS COMPLETED & WITHIN ACCEPTABLE LIMITS; READINGS NOTED							
2	AND RECORDED IN FLIGHT LOG & ADJUSTMENTS PERFORMED AS							
3	REQUIRED							

E#	E-ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
06.2.1.008.00	CHECK FLIGHT PERFORMANCE INDICATORS	40		4	123				
06.2.1.009.00	REPORT STATION CHECKS COMPLETE	10	1 2 3 4						
06.3.1.001.00	SELECT INERTIAL PLATFORM	5	1						
06.3.1.002.00	SELECT AFCS MODES AS REQUIRED	6	1 2						
06.3.1.003.00	SET AND TUNE HF RADIO TO PRE-DESIGNATED FREQUENCY	12							
06.3.1.004.00	SET RADAR ALT PWR-SET-TEST KNOB TO '5000' WITH INDEXER	4							
06.3.1.005.00	SET RADAR ALT CHANNEL SELECTOR SWITCH TO '1' OR '2'	2							
06.3.1.006.00	SET NAV MODE SELECT SWITCHLIGHT TO 'AUTO'	2							
06.3.1.007.00	OBSERVE THAT NAV SYSTEM IS IN 'DDR-ADDR'	2	1 2						
06.3.1.008.00	OBSERVE INS #1 AND #2 IS IN WARMUP MODE	2	1 2						
06.3.1.009.00	OBSERVE WHEN INS#1 AND #2 WARMUP PHASE IS COMPLETED	1	1 2 3						
06.3.1.010.00	OBSERVE INS 1 AND 2 IS IN 'COARSE' ALIGNMENT PHASE	1	1 2						

1 CHECKS COMPLETED & WITHIN ACCEPTABLE LIMITS; READINGS NOTED  
2 AND RECORDED IN FLIGHT LOG & ADJUSTMENTS PERFORMED AS REQUIRED  
3  
4 INSTRUMENTS INCLUDE F1-X.1,F1-X.2,F1-7.1,F1-8.1,F2-X,  
1  
1 THE PILOT ACKNOWLEDGES 123  
1 THE CO-PILOT MONITORS THE MAIN INERTIAL PLATFORM & SWITCHES  
2 FLIGHT INSTRUMENTS TO THE PLATFORM WHEN READY. THIS DOES  
3 NOT SWITCH OVER THE PILOTS HSI. 12  
1 DEPENDING ON FLIGHT CONDITIONS THE PILOT MAY SELECT ALT HLD  
2 OR WACH HLD OPTIONS 12  
1 ASSUME POWER HAS BEEN APPLIED DURING PRECEDING MISSION  
2 SEGMENTS 12  
1 INDICATES THE CALCULATION MODE OF DEAD RECKONING (DR)  
2 NAVIGATION 12  
1 INDICATORS, I.E., WARMUP,COURSE, AND FINE ALIGNMENT ARE  
2 PROVIDED FOR BOTH INS #1 AND #2 123  
1 WUP, COURSE, AND FINE ALIGNMENT LIGHTS ILLUMINATE  
2 GREEN AND WILL ACTIVATE AT START OF PARTICULAR  
3 ALIGNMENT PHASE 12  
1 COARSE ANNUNCIATOR BEGINS FLASHING AT START OF HARDWARE  
2 COARSE ALIGNMENT PHASE

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E#

E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
06.3.1.011.00	1	OBSERVE INS 1 AND 2 COARSE ALIGNMENT PHASE IS COMPLETED		1				
06.3.1.012.00	1	OBSERVE INS 1 AND 2 IN FINE ALIGNMENT PHASE						
06.3.1.013.00	2	POSITION FLR PHOTO SWITCH TO 'AUTO'						
06.3.2.001.00		CHANGE CODE SETTING ON SIF-IFF PANEL IAW EWO PROCEDURES						
06.3.2.002.00	130	PERFORM CREW STATION CHECKS						
06.3.2.003.00	10	APPLY POWER TO MISSILE AND NUCLEAR GRAVITY STORE						
06.3.2.003.02	2	DEPRESS 'ALL' PUSHBUTTON ON NUMERIC KEYBOARD OF SMS PANEL						
06.3.2.003.03	3	SET STORE POWER TOGGLE SWITCH TO 'ON'						
06.3.2.004.00	4	POSITION IKB SELECTOR KNOB TO 'MISN TAPE'						
06.3.2.005.00	10	INSERT EWO MISSION CASSETTE INTO OATA ENTRY UNIT						
06.3.2.006.00	2	DEPRESS MEMORY CONTROL 'LOAD' PUSHBUTTON ON IKB TO ENTER DAT						
06.3.2.007.00	120	VERIFY EWO MISSION CASSETTE OATA IS LOADED						
06.3.2.008.00	1	OBSERVE THAT INS 1 AND INS 2 HAVE COMPLETED ALIGNMENT						

1 COARSE ANNUNCIATOR TURNS STEADY

1

1 THIS IQ SHOULD BE QUESTIONED

1

2

1 SEE TASK ELEMENTS 6.2.1 TO 6.2.1.9 FOR DETAILED CHECK  
2 THIS IS DONE EVERY 30 MINUTES

1 SAME AS TASK ELEMENT 1.1.4.67C

1 IF INCORRECT INSERTION- 'TAPE NOT INSTALLED' WILL ACTIVATE

1 SAME AS TASK ELEMENT 1.1.5.62C  
2 EWO CASSETTE DATA LOADED WHEN 'LOAD' SWITCHLIGHT IS OFF  
12345

1 SAME AS TASK ELEMENT 1.1.5.63C - UNCLASSIFIED PORTION OF  
2 DATA ENTRY  
3 COMMENTS TO 1.1.5.63C APPLY HERE  
4 SRAM MISSILES PER TARGET DISPLAYED IN SUMMARY AND PROGRAM  
5 CRT 'FORMAT'



E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
06.3.2.009.00	50	EXECUTE PRESENT POSITION UPDATE - AS REQUIRED			123456			
07.1.1.001.00	6	SET RADAR 'X-BAND XPNDR' POWER SELECT SWITCHES TO 'OPR' INITIATE EXPENDABLES AND ECM SAFETY CHECK						
07.1.1.002.00								
07.1.1.003.00	20	SET UHF RADIOS FOR AR FREQUENCY (UHF 1 AND UHF 2)						
07.1.1.003.01	10	SET UHF 1 RADIO FOR AR FREQUENCY						
07.1.1.003.02	10	SET UHF 2 RADIO FOR AR FREQUENCY						
07.1.1.004.00	4	SET BCN (BEACON) ON FLR SET CONTROL						
07.1.1.005.00	120	ESTABLISH INITIAL RADIO COMMUNICATION WITH TANKER						
07.1.1.006.00	4	SET FLR ROTARY MODE SWITCH TO 'AIR' MODE						
07.1.1.007.00	20	ADJUST FLR VIDEO DISPLAY AS REQUIRED						
07.1.1.007.01	7	ADJUST FLR RANGE, RANGE MARK, AND RANGE INT CONTROLS						
07.1.1.007.02	7	ADJUST FLR STC, AZ INT AND ANT TILT CONTROLS						
07.1.1.007.03	6	ADJUST FLR NORTH-NORM, VIDEO AND IF GAIN CONTROLS						
07.1.1.008.00	4	SET TACAN A/R CHANNEL MONITOR FLR CRT FOR TANKER BEACON SIGNATURE						
07.1.1.009.00	20							
07.1.1.010.00	4	SET TACAN MODE SELECTOR SWITCH TO 'AIR-AIR' MODE						

1 A PRESENT POSITION UPDATE WILL IMPROVE ALIGNMENT. THE ASSOCIATED TASKS ESSENTIALLY SAME AS THOSE PERFORMED FOR FLR UPDATE (L-L) EXCEPT THEY ARE ACCOMPLISHED AT HIGHER ALTITUDES. ASSUMING THE MISSION IS STILL OVER LAND, THIS TASK WOULD BE ACCOMPLISHED DURING CRUISE EVERY 20 TO 30 MINUTES

12

1 PROCEDURE FOR DSO NOT PRESENTLY DEFINED; HOWEVER, MAY EVOLVE INTO (3) DIGIT LEVEL TASK.

1 ARC-109 UHF RADIO 1 NORMALLY SET TO ADF MODE.

1 ARC-109 UHF RADIO 1 NORMALLY SET TO 'MAIN'.

1 TANKER IDENTIFICATION CODE REQUIRED.

12

1 TANKER RENDEZVOUS ('TRZ') DISPLAYED AS SEQUENCE NUMBER IDENTIFIER ON NAV PANEL.

12

1 FINE ADJUSTMENT ONLY MAY BE REQUIRED PREPARATORY TO TANKER RENDEZVOUS.



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E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
07.1.1.011.00	INFORM CREW OF TANKER BEACON RECEPTION	8							
07.1.1.012.00	MONITOR HSI FOR TACAN LOCK-ON	30							
07.1.1.013.00	INFORM CREW OF TACAN LOCK-ON	8							
07.1.1.014.00	SET FLIR MODE ON VSO	2							
07.1.2.001.00	REQUEST VIA UHF RADIO TANKER TO SET BEACON TO 'STBY'	10				1234			
07.1.2.002.00	MONITOR FLR FOR LOSS OF TANKER BEACON SIGNATURE	INO							
07.1.2.003.00	REQUEST VIA UHF RADIO TANKER RETURN BEACON TO 'OPR'	10							
07.1.2.004.00	MONITOR FLR FOR RETURN OF DESIGNATED TANKER BCN SIGNATURE	INO							
07.1.2.005.00	INFORM TANKER VIA UHF RADIO OF POSITIVE CONTACT	10							
07.1.3.001.00	ADVISE (UHF RADIO) BOMBER CREW AND TANKER 'AT ARIP'	8							
07.1.3.002.00	TRACK DESIRED PITCH/ROLL ATTITUDE WITH CONTROL STICK	IND							
07.1.3.003.00	READ VERTICAL SPEED FROM AVVI (ALTITUDE/VERTICAL VEL INOIC)	1							
07.1.3.004.00	CHECK HORIZONTAL SITUATION (HSI) FOR CORRECT HEADING	1							
07.1.3.005.00	CHECK AVVI TO ACQUIRE REQUIRED ALTITUDE SEPARATION	1							

1 TANKER CREW WILL SET BEACON TO STANDBY WHICH ERASES BEACON CODED SIGNATURE FROM FLR DISPLAY. THIS PROCEDURE ALLOWS POSITIVE CONFIRMATION OF TANKER RENDEZVOUS AMONGST SEVERAL POSSIBLE TANKER SIGNATURES IN SAME GEOGRAPHIC AREA.

1 LOSS OF TANKER BEACON SIGNATURE DN FLR.

1 LOSS OF DESIGNATED TANKER BEACON SIGNATURE ON FLR.

1 DESIGNATED TANKER BEACON SIGNATURE RETURNS ON FLR DISPLAY.

1 POSITIVE TANKER CONTACT VERIFIED; DSO ADVISES ARMAMENT/ECM SAFETY CHECK COMPLETE (7.1.1.20).

1 CONTINGENT UPON HOLD AT DESIRED PITCH ATTITUDE.

1 APPROACHING DESIRED HEADING.

1 BASE ALTITUDE SEPARATION BETWEEN TANKER AND BOMBER IS APPROACHING 1000 FEET.

3 ALTITUDE APPROACHES 1000 FT ALTITUDE SEPARATION.

E.ID	TIME	*ACTION-VERB	*CSD	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
07.1.3.006.00	2	ADJUST THROTTLES AS REQUIRED	45	3	12			
								1 RANGE IS WITHIN 80NM OF ARCP - INITIATE DESCENT TO REFUEL ALTITUDE. 2 POWER LEVEL AND AIRSPEED ARE REDUCED. 3 A-V IS WITHIN 80NM OF ARCP AND INITIATE DESCENT TO REFUEL ALTITUDE 4 5
07.1.3.007.00	IND	TRACK DESIRED RATE OF DESCENT AND TURN WITH CONTROL STICK		3	12			
07.1.3.008.00	1	CHECK VERTICAL SPEED FROM AVVI						1 ACTION CONTINGENT UPON PULLING BACK THROTTLE TO TBD, REDUCING POWER LEVEL AND AIRSPEED. 2 PITCH/ROLL ATTITUDE DEGREES AS DESIRED DISPLAYED ON VSD. 3
07.1.3.009.00	2	ACTIVATE PITCH TRIM BUTTON						1 RATE OF DESCENT READING ACCEPTABLE AND MAINTAINED. 1
07.1.3.010.00	CONT	MONITOR ALTITUDE/HEADING, AS REQUIRED						1 TACTILE FORCES ON CONTROL STICK. 23 1
07.1.4.001.00	IND	PULL BACK ON CONTROL STICK TO INITIATE LEVEL-OFF						1 ALTITUDE/HEADING DEVIATIONS NOTED. 2 WINGS LEVEL ON DESIRED HEADING; ALTITUDE SEPARATION BETWEEN TANKER AND BOMBER AT 1000 FT. 3 12
07.1.4.002.00	1	CHECK PITCH ATTITUDE ON VSD		3	12			1 HORIZON LINE APPROACHING COINCIDENCE WITH AIRCRAFT SYMBOL ON VSD. 2 3
07.1.4.003.00	5	ADJUST THROTTLES TO MAINTAIN CONSTANT AIRSPEED						1 CHANGE IN PITCH CONDITIONS TO ACHIEVE DESIRED AIRSPEED AND STRAIGHT AND LEVEL FLIGHT. 2 HORIZON LINE COINCIDENT WITH AIRCRAFT SYMBOL ON VSD. 3 23 1
07.1.4.004.00	IND	ADJUST CONTROL STICK TO STABILIZE A/S, ATTITUDE, ALTITUDE						1 CONTINGENT UPON A/S AND DESIRED PITCH. 2 POWER LEVEL SETTING AT DESIRED READING TO MAINTAIN CONSTANT AIRSPEED (KTAS). 3
07.1.4.005.00	1	CHECK VERTICAL SPEED ON AVVI TO MAINTAIN LEVEL-OFF						
07.1.4.006.00	1	CHECK AMI TO HOLD AT TBD KIAS			12			1 TASK ELEMENT 7.1.4.4A MAY HAVE TO BE REPEATED HERE IF A/S OUT OF TOLERANCE. 2
07.1.4.007.00	8	INFORM TANKER OF LEVEL-OFF ALTITUDE VIA UHF RADIO						

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E#

E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*IE
07.1.5.001.00	OBSERVE BEARING/DISTANCE TO TANKER VIA TACAN	2							
07.1.5.001.01	AT 70NM INFORM TANKER TO START TURN TO RECIP OF REFUEL HEADG	8				12345678			
07.1.5.002.00	STEER TO DESIRED COURSE MAINTAINING ALTITUDE AND AIRSPEED	IND							
07.1.5.002.01	AT 50NM INFORM TANKER OF TURN RANGE	10							
07.1.5.003.00	SET RANGE ROTARY SWITCH TO DECREASE FLR RANGE TO 30NM	4							
07.1.5.004.00	ADJUST FLR VIDEO DISPLAY AS REQUIRED	20							
07.1.5.005.00	SET BEACON MODE TOGGLE SWITCH ON FLR CONTROL PANEL TO 'OFF'	2							
07.1.5.006.00	DEPRESS ENABLE AND 'RS AIR' SWITCHES ON TRACKING HANDLE	1							
07.1.5.007.00	POSITION AZIMUTH CURSOR OVER TANKER	5							
07.1.5.008.00	RADAR RETURN ON FLR DEPRESS NARROW SECTOR SCAN, ADJUST AZ CUR, RELEASE TRCK HANDLE	5							
07.1.5.009.00	OBSERVE AUTOMATIC LOCK-ON TO TANKER RETURN	1							



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E#	E-ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
07.2.1.012.00	SET FTC MODE SWITCH TO 'NAV'	2							
07.2.2.001.00	ADJUST THROTTLES TO DESIRED POSITION	6				12			
07.2.2.002.00	MONITOR AIRSPEED AND ADVISE PILOT	IND							
07.2.2.003.00	ESTABLISH CLIMB ATTITUDE AS DESIRED FOR PRE-CONTACT POSITION	IND							
07.2.2.004.00	MONITOR CLIMB RATE AND ADVISE PILOT	IND							
07.2.2.005.00	MAINTAIN VISUAL CONTACT WITH TANKER	IND							
07.2.2.006.00	INFORM BOMBER AND TANKER CREWS OF 0.5NM RANGE	8							
07.2.2.007.00	SET FLR MODE SWITCH TO 'STBY'	2							
07.2.2.008.00	SET X-BAND XPNDR POWER SELECT SWITCH TO 'STBY'	2							
07.2.2.009.00	SET WING SWEEP AS DESIRED	IND							
07.2.2.010.00	ADJUST THROTTLES AS REQUIRED	IND							
07.2.2.011.00	SET ANTICLSN SWITCH TO 'OFF'	2							
07.2.2.012.00	SET AERIAL REFUEL EXT AND WING FLOOD AND SLIPWAY LT CONTROLS	4							
07.2.2.013.00	ADJUST SLIPWAY AND EXT WING FLOOD LIGHTS AS REQUIRED	4							
07.2.2.014.00	SET EXT POSITION LIGHTS TO FLASH	2							
07.2.2.015.00	PULL SLIPWAY DOOR HANDLE TO 'REFUEL' POSITION	2							
07.2.2.016.00	TRACK TANKER AIRCRAFT IN PRECONTACT POSITION	IND							

1 DESIRED THROTTLE POSITION IS PILOT'S JUDGMENT PER EXISTING FLIGHT CONDITIONS.

1 ONE MILE RANGE ACHIEVED

1 PITCH ATTITUDE (TBD) DEGREES AS DESIRED

1 REQUIREMENT TO MANEUVER INTO AND MAINTAIN SAFE POSITION. 2 CLOSURE CONDITIONS JUDGED OK OR REQUIRING CORRECTION.

1 PILOT NOTIFIES CREW THAT AIRCRAFT IS WITHIN THE HOOKUP ENVELOPE.

1 SLIPWAY DOORS OBSERVED TO BE OPEN; OPEN/UNLK LIGHTS 'ON'. 2 'READY' LIGHT IS ON.

1 AIRCRAFT STABILIZED IN PRECONTACT POSITION. 2 PRECONTACT POSITION IS APPROX 100FT AFT AND 50FT BELOW TKR.

E-ID	TIME	*ACTION-VERB	*C&O	*COMP-CUE	*IO	*INIT-CUE	*OPERATOR	*IE#
07.2.2.017.00	6	SET AND ADJUST ICS TFR/TKR SWITCH		1				
07.3.1.001.00	IND	TRACK WITH STICK AND THROTTLES AS REQUIRED FOR HOOKUP	1	TRANS MODE LIGHT 'ON' AND TFR/TKR SWITCH ADJUSTED.	1			
07.3.1.002.00	IND	TRACK TANKER IN CONTACT POSITION						
07.3.2.001.00	1	CHECK 'LATCHED' ADVISORY LIGHT IS ON						
07.3.2.002.00	IND	CHECK FUEL SEQUENCING DISPLAY						
07.3.2.003.00	IND	MONITOR C.G. & MAC OISPLAY						
07.3.2.004.00	IND	ADJUST PITCH AND ROLL AS REQUIRED						
07.3.2.005.00	IND	MONITOR FUEL QUANTITY INDICATORS						
07.4.1.001.00	1	DEPRESS A/R DISCONNECT STICK SWITCH						
07.4.1.002.00	1	CHECK AERIAL REFUEL DISCONNECT ANNUNCIATOR ADVISORY LIGHT						
07.4.1.003.00	5	INFORM PILOT 'OISC' LIGHT IS ILLUMINATED						
07.4.1.004.00	5	INFORM TANKER BOOM OPERATOR 'OISCONNECT' COMPLETE						
07.4.1.005.00	4	SET A/R EXTERIOR WING FLOOD AND SLIPWAY LIGHT CONTROLS						





E.I.O	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*IO	*INIT-CUE	*OPERATOR	*IE#
07.4.2.010.00	120	PERFORM STATION CHECK			1			
07.4.2.011.00	10	SET TACAN MODE SW TO 'T-R' AND SELECT APPROPRIATE CHANNEL	1	SEE TASK 6.2.1 FOR DETAILS. IT CONSISTS OF 8 TASK ELEMENTS	1			
07.4.2.012.00	10	SET UHF RADIOS AS DESIRED						
07.4.2.013.00	4	SET FLR MODE ROTARY SWITCH TO 'XMIT'			12			
07.4.2.014.00	4	SET FLR MODE SELECTOR SWITCH TO GND AUTO						
08.1.1.001.00	IND	MONITOR HF COMMUNICATIONS (ARC-123)		1 A-R COMPLETED - TANKS FULL	12			
08.1.1.002.00	180	DECODE HF COMMUNICATIONS						
08.1.1.003.00	IND	CHANGE CODE SETTING ON IFF PANEL						
08.1.1.004.00	120	MONITOR-ADJUST SYSTEM AVIONICS						
08.1.1.005.00	130	PERFORM CREW STATION CHECKS						
08.1.2.001.00	130	RECEIVE EXECUTION ORDER (ARC-123) COMMUNICATION						
08.1.2.002.00	60	OPEN CMF CONTAINER						

1	HF COMMUNICATIONS WILL BE RECEIVED HOURLY. THE MESSAGE WILL BE RECORDED.
2	
1	ENTERING POSITIVE CONTROL POINT - PCP ORBIT.
2	PROPER IFF/SIF CODE SET FOR PCP ORBIT.
3	SAME TASK AS 5.2.1.14B. 234
1	PRESENT POSITION UPDATED.
2	THIS TASK IS ACCOMPLISHED EVERY 30 MINUTES TIME PERMITTING
3	AND CONSISTS OF ROUTINE EQUIPMENT OPERATIONAL CHECKS AND
4	PRESENT POSITION UPDATES. SAME TASK AS 11.5.4.
5	
1	MISSION TIME REQUIRES CHECK EVERY 30 MINUTES.
2	CHECKS COMPLETED AND WITHIN ACCEPTABLE LIMITS, READINGS
3	NOTED AND RECORDED IN FLIGHT LOG, ADJUSTMENTS PERFORMED IF
4	REQUIRED. REPORT STATION CHECK COMPLETE.
5	REFERENCE TASK 6.2.1 FOR STATION CHECK DETAILS.
1	
1	ANTICIPATED COMMUNICATION TO EXECUTE MISSION.
2	THE EXECUTION ORDER MESSAGE COULD COME PRIOR TO THE ORBIT
3	OR AT ANY TIME DURING THE ORBIT, AT WHICH TIME THE MESSAGE
4	IS VALIDATED AND AUTHENTICATED. FOLLOWING EXECUTION ORDER,
5	THE SORTIE CMF CONTAINER IS OPENED.
1	
1	VALTO COMMUNICATION TO EXECUTE MISSION RECEIVED AND COPIED.
2	THE EXECUTION ORDER ALLOWS THE CMF CONTAINER TO BE OPENED.



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E#	E-ID	TIME	*ACTION-VER8	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
08.1.2.003.00	PERFORM MESSAGE VALIDATION-AUTHENTIC -ATION	120			1	23			
08.1.2.004.00	TRACK WITH FLIGHT CONTROLS TO TURN ON STRIKE COURSE	IND	1 2 3	1 2 3	1				
08.1.2.005.01	SET CODED SWITCH SET CONTROLLER (CSCC) SWITCH TO 'OPER'	2	1	1					
08.2.1.001.00	SET IFF MASTER CONTROL SELECT SWITCH TO 'STBY'	2	1	1					
08.2.1.002.00	SET ANTI CLSN LIGHT SWITCH TO 'OFF'	2	1 2	1 2					
08.2.1.003.00	SET EXTERNAL POSITION LIGHT SELECT SWITCH TO 'OFF'	2	1	1					
08.2.1.004.00	OBSERVE THAT AERIAL REFUEL EXTERIOR AND SLIPWAY LT SWS - OFF	4							
08.2.1.005.00	SET ILS (ARN-108) POWER SWITCH TO 'OFF'	2	1	1					
08.2.1.006.00	SET TACAN MODE SELECTOR SWITCH TO 'OFF'	2	1	1					
08.2.1.007.00	SET FLR MODE ROTARY SWITCH TO 'STBY'	2	1	1					
08.2.1.008.00	SET X-8AND XPNOR PWR SWITCHES TO 'OFF' (PANEL #1.#2)	4	1 2	1 2					
08.2.2.001.00	NOTIFY PILOT OF REQUEST FOR NUCLEAR CONSENT	6	1 2 3 4	1 2 3 4	34	12			
08.2.2.002.00	LIFT NCLR CSNT SWT GUARD AND SWITCH TO 'PA AND REL' POSN	4	1 2 3 4	1 2 3 4					

1 EXECUTION MESSAGE VALIDATED AND AUTHENTICATED.  
2 WHEN THE EXECUTION COMMAND IS GIVEN, THERE IS ALSO PROVIDED  
3 A CODE WHICH WILL ENABLE THE WEAPONS TO BE ARMED.

1 ON INITIAL COURSE AND HEADING FOR STRIKE.

1 SEE 8AC D229-10345-1 FOR ADDITIONAL DETAIL.

1 IFF IS SWITCHED TO 'STBY' TO MAINTAIN SILENCE, BUT YET  
2 REMAIN WARNED UP.

1 ALL UNNECESSARY EXTERIOR LIGHTS AND NAV AIDS ARE TURNED OFF  
2 TO AVOID DETECTION.

1 FLR WILL BE IN THE 'STBY' MODE UNTIL THE 'START DESCENT TO  
2 LO-LEVEL' POINT IS REACHED

1 INTENT TO INITIATE UNLOCK AND PRE-ARM PROCEDURES IN  
2 ACCORDANCE WITH TWO-MAN POLICY.  
3 ASSUMES MISSION EXECUTE MESSAGE HAS BEEN VALIDATED AND  
4 AUTHENTICATED.

1 SEE NA-73-340-4 PAGE 6 FOR DETAILS OF ACTIVITY.

E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
08.2.2.003.00	LIFT NCLR RACK UNL-SF SW GUARD THEN SET SW TO 'UNLOCK'	4							
08.2.2.004.00	CHECK NUCLEAR CAUTION ANNUNCIATOR ILLUMINATED	1							
08.2.2.005.00	LIFT PAENBL-SAFE SW GUARD, THEN SET SW TO 'PA ENBL'	4							
08.2.2.006.00	SET PA-SAFE SWITCH TO 'PA'	2							
08.2.2.007.00	NOTIFY PILOT AFT STA NUCLEAR CONSENT PROCEDURES COMPLETE	6							
08.2.2.008.00	CHECK NUCLEAR CAUTION ANNUNCIATOR IS BLANK	1							
08.2.3.001.00	DEPRESS 'SMS' + 'L' ON SMS PANEL FOR DATA DISPLAY ON L CRT	4							
08.2.3.002.00	DEPRESS 'INV' + 'R' ON SMS PANEL FOR FULL INVTRY DATA DISPLAY	4							
09.1.1.001.00	PERFORM CREW STATION CHECKS	130							
09.1.1.002.00	DEPRESS ENGAGE ON AFCS MODE PANEL TO DISENGAGE AFCS	2							
09.1.1.003.00	ADVANCE THROTTLES TO MAXIMUM POWER	6							
09.1.1.004.00	MONITOR ENGINE PERFORMANCE PARAMETERS	IND							
09.1.1.005.00	ADJUST WING SWEEP AS REQUIRED	6							
09.1.1.006.00	ADJUST THROTTLES TO OBTAIN TBD KIAS	4							

12

OSO NOTIFIED BY PILOT THAT FLIGHT STATION NUCLEAR CONSENT IS COMPLETE.

12

NUCLEAR CAUTION LIGHT COMES ON WHEN OSO CONSENT FUNCTIONS ARE PERFORMED: TASK ELEMENTS 8.2.2.3C; 8.2.2.5C; 8.2.2.6C.

12

1 PILOT ACKNOWLEDGES OSO ADVISORY THAT AFT STATION NUCLEAR CONSENT PROCEDURES ARE COMPLETE.

123

1 THE FOLLOWING DATA APPEARS IN SUMMARY FORMAT: INVENTORY BY TYPE, QUANTITY, AND LOCATION FOR CURRENT AND NEXT WEAPON RELEASE PROGRAM.

1

1 DISPLAYS FULL WEAPONS INVENTORY FOR WEAPON RACK LOCATIONS.

23

1

1 MISSION TIME REQUIRES CHECK EVERY 30 MINUTES.

2 CHECKS COMPLETED AND WITHIN ACCEPTABLE LIMITS, READINGS NOTED AND RECORDED.

3

4 REFERENCE TASK 6.2.1 FOR STATION CHECK DETAILS.

1

1 INTENT TO CONFIGURE FOR SUPERSONIC FLIGHT.

12

1 THIS ELEMENT IS REPEATED MOST FREQUENTLY THRU-OUT THE SUPERSONIC REGIME.

1

1 AIRCRAFT ACCELERATION SENSED AND DISPLAYED.

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E#	E.O	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
09.1.1.007.00	ACTUATE PITCH TRIM BUTTON	2					I		
09.1.1.008.00	POSITION FLT CONTROLS FOR SUPERSONIC CLIMB SCHEDULE	INO	1	TACTILE FORCES ON CONTROL STICK.	23456	1			
09.1.1.009.00	POSITION FLT CONTROLS AS REQUIRED TO OBTAIN LEVEL-OFF	INO	1	INTENT TO COMPLY WITH SUPERSONIC CLIMB SCHEDULE.		I			
09.1.1.010.00	ADJUST THROTTLES TO POWER SETTING FOR SUPERSONIC CRUISE	6	1	INTENT TO OBTAIN LEVEL SUPERSONIC FLIGHT.					
09.1.1.011.00	DEPRESS 'TAKE COMD' SWITCHLIGHT ON AFCS MODE SELECT PANEL	2	2	VERY SLIGHT AERODYNAMIC CHANGES CAN OCCUR INTERMITTENTLY THROUGHOUT THIS REGIME AND WILL REQUIRE CONSTANT PILOT ATTENTION TO MAINTAIN THIS SCHEDULE. IF M 2.0 IS OBTAINED PRIOR TO LEVEL-OFF ALTITUDE, IT BECOMES THE PRIMARY CLIMB PARAMETER AND WILL BE MAINTAINED.					
09.1.1.012.00	DEPRESS 'ENGAGE' SWITCHLIGHT ON AFCS MODE SELECT PANEL	2	2						
09.1.1.013.00	DEPRESS 'FLT OIR' SWITCHLIGHT ON AFCS MODE SELECT PANEL	2	2						
09.1.1.014.00	DEPRESS 'ALT' SWITCHLIGHT ON AFCS MODE SELECT PANEL	2	2						
09.1.1.015.00	MONITOR TOTAL TEMPERATURE INDICATOR	2	2						
09.1.1.016.00	PERFORM CREW STATION CHECKS	130	23	4	1				
09.2.1.001.00	SET FLR SELECT ROTARY SWITCH TO 'GNO AUTO'	2	1	MISSION TIME REQUIRES CHECK EVERY 30 MINUTES. CHECKS COMPLETED AND WITHIN ACCEPTABLE LIMITS, READINGS NOTED AND RECORDED. REFERENCE TASK 6.2.1 FOR STATION CHECK DETAILS.	12345				6
09.2.1.002.00	SET PPC SWITCH ON RADAR SET CONTROL TO 'IN'	2	1	UNDER HA-HS (SUPERSONIC) CONDITIONS, THE TASK ELEMENTS PERFORMED FOR A FLR UPDATE WILL PROBABLY BE PERFORMED EVERY 15 TO 20 MINUTES. EITHER 'GNO AUTO' OR 'GNO VEL' MODES COULD HAVE BEEN SELECTED. SAME AS T.E. NUMBER II.5.2.1C.					1
			1	SAME AS T.E. NUMBER II.5.2.2C.					

E.I.O	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*10	*INIT-CUE	*OPERATOR	*TE#
09.2.1.003.00	1	OBSERVE NEXT SEQ NO IS A CP ON SEQ NO DIGITAL READOUT	1	SAME AS T.E. NUMBER 11.5.2.3C.	2	1		1
09.2.1.004.00	4	SET FLR RANGE SELECT ROTARY SWITCH TO DESIRED RANGE	1					3
09.2.1.005.00	5	IDENTIFY CP OF INTEREST ON FLR CRT SCOPE	1					4
09.2.1.006.00	5	OBSERVE X-HAIR CURSOR POSITION RELATIVE TO CP	1					3
09.2.1.007.00	2	SET FLR SELECT ROTARY SWITCH TO 'GNO VEL'	1					2
09.2.1.008.00	2	DEPRESS UPOT QUAL PUSHBUTTON SWITCH ON NAV CORR PANEL	1					3
09.2.1.009.00	1	SET NARROW SECTOR SCAN ON FLR WITH TRACKING HOLE PUSHBUTTON	1					3
09.2.1.010.00	6	POSITION X-HAIR CURSORS TO COINCIDE WITH CHECKPOINT	1					3
09.2.1.011.00	2	DEPRESS 'ENTER' ON NAV CORR PANEL TO INTEGRATE CP UPDATE	1					5

1 SAME AS T.E. NUMBER 11.5.2.3C.

1 RADAR DISPLAY GROUND MAP REQUIRES RANGE CHANGE.  
2 RANGE SELECT SWITCH POSITIONED TO DESIRED RANGE.  
3 SAME AS T.E. NUMBER 11.5.2.4C.

1 INTENT TO LOCATE CHECKPOINT BY OBSERVING GROUND MAP AREA  
2 RADAR RETURN (SIGNATURE).  
3 CHECKPOINT RECOGNIZED VIA RADAR RETURN.  
4 SAME AS T.E. NUMBER 11.5.2.5C.

1 RADAR CURSORS AND CHECKPOINT COINCIDENT.  
2 X-HAIR POSITION ERROR RELATIVE TO CP RADAR RETURN OBSERVED.  
3 SAME AS T.E. NUMBER 11.5.2.6C.

1 EXPANDED RADAR MAP DISPLAY OBSERVED.  
2 SAME AS T.E. NUMBER 11.5.2.7C.

1 UNDESIRE UPDATE QUALITY INDEX ASSIGNED VIA MISSION TAPE.  
2 DESIRED QUALITY INDEX SWITCHLIGHT LEGEND ILLUMINATES.  
3 SAME AS T.E. NUMBER 11.5.2.8C.

1 NEED FOR NARROW SECTOR SCAN FOV (FIELD OF VIEW) ON FLR  
2 DISPLAY.  
3 SAME AS T.E. NUMBER 11.5.2.9C.

1 POSITION ERROR BETWEEN CURSORS AND CP OBSERVED, INTENT TO  
2 CORRECT POSITION ERROR.  
3 SAME AS T.E. NUMBER 11.5.2.10C.  
1234

1 POSITION UPDATE INITIATED BASED ON FLR X-HAIR POSITION.  
2 'IN UPDT' ANNUNCIATOR ILLUMINATES GREEN TO CONFIRM UPDATE  
3 INITIATE AND KALMAN ACCEPTANCE (AT WHICH TIME THE LIGHT GOES  
4 OUT).  
5 SAME AS T.E. NUMBER 11.5.2.11C.

PAGE 45 E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
09.2.1.012.00	ADVISE PILOT FLR UPDATE HAS BEEN ACCEPTED AND IS COMPLETE	6					12		3
09.2.1.013.00	OBSERVE AUTOPILOT STEERING CORRECTION ON VSD	3							2
09.2.2.001.00	MONITOR AND ADJUST SYSTEM AVIONICS	120							3
09.2.2.002.00	SET ROTARY MODE SWITCH ON FLR CONTROL PANEL TO 'GND VEL'	4							3
09.2.2.003.00	DEPRESS TH 'ENBL' SW TO COMMAND FLR ANT TO MAX DNWD ANGLE	4							3
09.2.2.004.00	DEPRESS TH 'ENBL' SW TO POSITION RNG CURS ON NEAREST RETURN	IND							3
09.2.2.005.00	DETERMINE GRD RTN 'COINCIDES' WITH SCHEDULED ELEV CALIB PT	IND							6
09.2.2.006.00	DEPRESS TH 'ENBL' SWITCH TO POSN RNG CURSOR FOR FINE ADJUSTM	5							2
09.2.2.007.00	NOTE HEADING DEVIATION OF FLIGHT PATH, CALIBRATION POINT	2							2

*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
1 POSITION UPDATE VALIDATED-ACCEPTED AS 'IN UPDT' ANNUNCIATOR						
2 GOES OUT.						
3 SAME AS T.E. NUMBER 11.5.2.12C.						
1 COURSE DEVIATION SYMBOLOGY DEFLECTED, THEN CENTERED ON VSD.						
2 SAME AS T.E. NUMBERS 11.5.2.13A/B AND 11.5.1.21A/B.						
1 THE ALTITUDE CALIBRATION IS ACCOMPLISHED PRIOR TO						
2 INITIATING WEAPONS DELIVERY.						
3 SAME AS T.E. NUMBER 11.5.3.1C.						
1 RANGE CURSOR IS AUTOMATICALLY POSITIONED IAW CALCULATED						
2 SLANT RANGE.						
3 SAME AS T.E. NUMBER 11.5.3.2C.						
1 RANGE CURSORS POSITIONED ON LEADING EDGE OF GROUND RADAR						
2 RETURN.						
3 SAME AS T.E. NUMBER 11.5.3.3						
1 DISTANCE TO DOF IS WITHIN ACCEPTABLE LIMITS.						
2 RADAR RETURN DISPLAYING DOF AND RANGE CURSORS ARE NEARLY						
3 COINCIDENT.						
4 THE DOF IS A PRE-PLANNED CP INSERTED INTO THE ACU ON						
5 MISSION TAPE.						
6 SAME AS T.E. NUMBER 11.5.3.5C.						
1 RANGE CURSORS ARE COINCIDENT WITH DOF POINT.						
2 SAME AS T.E. NUMBER 11.5.3.5C.						
1 HEADING CHANGE DETERMINED TO COINCIDE DOF WITH AIRCRAFT						

E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
09.2.2.008.00	IND	MANIPULATE STICK, RUDDER TO ACCOMPLISH HEADING CHANGE						
09.2.2.009.00	2	DEPRESS 'ELEV-DALT' PUSHBUTTON TO INITIATE ALTI CALIBRATION		12	34			5
09.2.2.010.00	2	DEPRESS 'ELEV-DALT' PUSHBUTTON TO FREEZE ELEVATION READOUT						3
09.2.2.011.00	5	EVALUATE DALT READOUT VALUE ON 'ALT CALBR' DIGITAL INDICATOR						5
09.2.2.012.00	4	SET 'ACPT-REJ' TOGGLE SWITCH TO 'ACPT'						1
09.2.2.013.00	2	NOTE KALMAN FILTER ACCEPTANCE OF ALTITUDE UPDATE						3
09.3.1.001.00	1	OBSERVE PROGRAMMED SEQ NO IS A DOF ON SEQ NO DIGITAL READOUT						
09.3.1.002.00	1	OBSERVE TTD READOUT ON STEERING TIME READOUT						
09.3.1.003.00	2	DEPRESS 'DEST' LIGHTED PUSHBUTTON TO ACQUIRE X-HAIR CONTROL						
09.3.1.004.00	10	IDENTIFY INITIAL POINT-TARGET						

1 'DALT' LEGEND ILLUMINATES AS PUSHBUTTON IS DEPRESSED  
2 INDICATING CALIBRATION IS TAKING PLACE.  
3 'DALT' LEGEND SEGMENT FLASHES 60 SECONDS PRIOR TO DOF  
4 (DESTINATION OVERFLY) PROGRAMMED ON MISSION TAPE.  
5 SAME AS T.E. NUMBER 11.5.3.6C.  
12

1 'DALT' SWITCHLIGHT TURNS STEADY 'ON' AT COMPLETION OF  
2 CALIBRATION.  
3 SAME AS T.E. NUMBER 11.5.3.7C.  
1234

1 THE VALUE IN THE DALT READOUT IS THE AMOUNT OF PROPOSED  
2 CHANGE TO THE SYSTEM ALTITUDE. OSO MUST COMPARE ALT READOUT  
3 WITH HIS PRIOR KNOWLEDGE OF ALTITUDE PLUS TIME BETWEEN LAST  
4 ALTITUDE CALIBRATION.  
5 SAME AS T.E. NUMBER 11.5.3.8C.  
12

1 SAME AS T.E. NUMBER 11.5.3.9C.  
12

1 'IN UPDT' LEGEND LIGHT GOES OUT AND DALT NUMERICS ERASE  
2 FROM 'ALT CALBR' DIGITAL READOUT.  
3 SAME AS T.E. NUMBER 11.5.3.10C.  
12

1 DISPLAYED DOF SEQUENCE NUMBER CORRESPONDS WITH PRE-PLANNED  
2 DATA.  
1

1 TTD CHECK CONSISTENT WITH PRESENT POSITION.  
1

1 INTENT TO LAY X-HAIRS ON NEXT SCHEDULED GRAVITY STORES TGT.  
1

1 IP-TARGET IDENTIFIED WITH X-HAIRS COINCIDENT WITH TARGET.

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E#

TIME	*ACTION-VERB	*C&O	*COMP-CUE	*I/O	*INIT-CUE	*OPERATOR	*TE#
09.3.1.005.00	E.I.O ADVISE PILOT IP-TARGET HAS BEEN ACQUIRED				1		
09.3.2.001.00	OBSERVE CURRENT SMWDP SEQ NO IS A GRAVITY WEAPON RELEASE	1					2
09.3.2.002.00	DEPRESS 'PRGM' ON SMS TO DISPLAY FULL SMWDP, THEN OPR 'ROIS'	2					3
09.3.2.003.00	DEPRESS 'STAT' ON SMS TO DISPLAY FULL STATUS THEN DPR 'LOTS'	3					1
09.3.2.004.00	DEPRESS BOMB DLVY SELECT LIGHTED SWITCH TO 'AUTO'	2					1
09.3.2.005.00	OBSERVE TTG INDICATOR ON PILOT STORES PANEL	2					3
09.3.2.006.00	CHECK SELECTED STORE TYPE ON PILOT STORES PANEL	2					1
09.3.2.007.00	IDENTIFY SELECTED GRAVITY STORE BAY LOCATION ON PLT STRS PAN	2					1
09.3.2.008.00	OBSERVE THAT BOMB STEERING IS INITIATED	1					1
09.3.2.009.00	DEPRESS 'OAP 1' ON NAV PANEL, THEN IDENTIFY OAP ON FLR	4					2



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E#

TIME	*ACTION-VERB	*CLO	*COMP-CUE	*IO	*INIT-CUE	*OPERATOR	*TE#
09.3.2.010.00	E.10 DEPRESS 'OAP 2' ON NAV PANEL, THEN IDENTIFY OAP ON FLR	4	1				2
09.3.2.011.00	ADVISE PILOT OF REQUIRED STEERING CORRECTIONS	6					4
09.3.2.012.00	POSITION X-HAIRS TO COINCIDE WITH OAP USING TRACKING HANDLE	5					5
09.3.2.013.00	DEPRESS 'OAP 2' LIGHTED PUSHBUTTON ON NAV PANEL	2					2
09.3.2.014.00	SET FLR RANGE SELECT ROTARY SWITCH TO DESIRED RANGE	4					5
09.3.2.015.00	SET FLR SELECT ROTARY SWITCH TO 'GND VEL'	2					2
09.3.2.016.00	SET NARROW SECTOR SCAN ON FLR WITH TRACKING HOLE PUSHBUTTON	1					3
09.3.2.017.00	MONITOR TTG INDICATOR ON PILOT STORES PANEL	CONT					3

*ACTION-VERB	*CLO	*COMP-CUE	*IO	*INIT-CUE	*OPERATOR	*TE#
1 'OAP 2' AND X-HAIRS NEARLY COINCIDENT ON FLR	1					2
2 SAME AS T.E. NUMBER 12.3.5.10C.	23					4
1 OAP AND X-HAIRS NOT COINCIDENT.						
2 CLOSE CREW COORDINATION REQUIRED TO PRECLUDE OVERBANKING						
3 THE A-V.						
4 SAME AS T.E. NUMBER 12.3.5.11C.	1					5
1 OAP 1 AND X-HAIRS NOT COINCIDENT ON FLR SCOPE.						
2 OAP 1 AND X-HAIRS COINCIDENT ON FLR SCOPE.						
3 THIS TASK ELEMENT IS A LAST FINE ADJUSTMENT OF RADAR						
4 X-HAIRS OVER OAP.						
5 SAME AS T.E. NUMBER 12.3.5.12C.	1					2
1 NEED TO VERIFY COINCIDENCE OF OAP 2 AND X-HAIRS ON FLR.						
2 SAME AS T.E. NUMBER 12.3.5.13C.	1					5
1 RADAR DISPLAY GROUND MAP REQUIRES RANGE CHANGE.						
2 RANGE SELECT SWITCH POSITIONED TO DESIRED RANGE.						
3 ON A GRAVITY STORES RUN, 'NARROW SECTOR SCAN, GND VEL, AND						
4 MIN ROR RGE' WOULD BE SELECTED THRU RELEASE.						
5 SAME AS T.E. NUMBER 12.3.5.14C, 11.5.2.4C AND 9.2.1.4C.	1					2
1 EXPANDED RADAR MAP DISPLAY OBSERVED.						
2 SAME AS T.E. NUMBER 12.3.5.15C, 11.5.2.7C AND 9.2.1.7C.	12					3
1 NEED FOR NARROW SECTOR SCAN FOV (FIELD OF VIEW) ON FLR						
2 DISPLAY.						
3 SAME AS T.E. NUMBER 12.3.5.16C, 11.5.2.9C AND 9.2.1.9C.	1					3
1 APPROACHING WEAPON RELEASE POINT.						
2 TTG CONSISTENT WITH STORE RELEASE SEQUENCING.						
3 SAME AS T.E. NUMBER 12.3.5.17A-C.						



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E#

E.ID	TIME	*ACTION-VERB	*C&D	*CDMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
09.3.2.018.00	6	ADVISE PILOT TO INITIATE-INSURE PLANNED BOMBING ALTITUDE				1		2
09.3.2.019.00	1	DEPRESS AFCS INTERR-DISC TRIG SW ON STICK TO FIRST DETENT		23		1		4
09.3.2.020.00	8	TRACK WITH CONTROL STICK TO ATTAIN DESIRED BOMBING ALTITUDE						1
09.3.2.021.00	4	CHECK A-V FLT CONDITS ARE WITHIN SAFE WEAPON REL LIMITS				1		2
09.3.2.022.00	10	OBSERVE SELECTED STORES BAY DOORS STATUS INDICATORS				12		7
09.3.2.023.00	6	CHECK GRAVITY STORE RELEASE, USING VSD, PLT ST, ST DEL PANS						1
09.3.2.023.01	6	CHECK GRAVITY STORE RELEASE USING VSD AND PILOT STORES PANEL				123		8

1 INITIATION POINT FOR PLANNED BOMBING ALTITUDE IMMINENT.  
2 SAME AS T.E. NUMBER 12.3.5.18C.

1 POINT FOR PLANNED BOMBING ALTITUDE REACHED.  
2 AFCS INTERR-DISC SWITCH DEPRESSED TO FIRST DETENT, THEN  
3 RELEASED WHEN BOMBING ALTITUDE IS ATTAINED.  
4 SAME AS T.E. NUMBER 12.3.5.19A.

1 SAME AS T.E. NUMBER 12.3.5.20A.

1 APPROACHING WEAPON RELEASE POINT.  
2 SAME AS T.E. NUMBER 12.3.5.21A.

1 BAY DOOR STATUS INDICATORS FLASH WHEN DOORS ARE IN  
2 TRANSIENT STATE.  
3 BAY DOOR STATUS INDICATORS ILLUMINATE STEADY 'GREEN' WHEN  
4 IN OPEN POSITION.  
5 ONLY ONE OF THREE STORES BAY DOOR INDICATOR PAIRS WOULD BE  
6 ILLUMINATED WITH A SINGLE RELEASE.  
7 SAME AS T.E. NUMBER 12.3.5.22A/C.

1 SAME AS T.E. NUMBER 12.3.5.23A-C.

1 'AWAY' INDICATOR LIGHTS STEADY FOR 5 SECONDS AFTER RELEASE.  
2 'BOMB' STEERING MODE ON VSD FLASHES FOR 5 SECONDS AT WEAPON  
3 RELEASE.  
4 'AWAY' INDICATOR DEACTIVATES AFTER 5 SECONDS. IF A SECOND  
5 WEAPON IS SCHEDULED FOR RELEASE, THE BOMB LEGEND WILL GO TO  
6 A STEADY ON STATE. IF A SECOND WEAPON IS NOT SCHEDULED FOR  
7 RELEASE, THE BOMB LEGEND WILL DISAPPEAR.  
8 SAME AS T.E. NUMBER 12.3.5.23.1A.



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E#	E.ID	ACTION-VERB	*CDD	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
10.1.1.012.00	DEPRESS L AND R CHANNEL PB TO CHECK TFR 'FAIL' LAMPS	4						
10.1.1.013.00	DEPRESS TO RELEASE AFCS PITCH INTERRUPT TRIGGER SW ON STICK	1						1
10.1.1.014.00	DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET	1			10.1.1.1.19A.			1
10.1.1.015.00	SET R TFR MODE SELECT SWITCH TO 'STB'	2			10.1.1.1.7A.			
10.1.1.016.00	SET L TFR MODE SELECT SWITCH TO 'TF'	2						
10.1.1.017.00	DEPRESS AND HOLD TEST PB ON RDR ALTH CONTROL PANEL	2			23			1
10.1.1.018.00	SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS	10						1
10.1.1.019.00	DEPRESS TO RELEASE AFCS PITCH INTERRUPT TRIGGER SW ON STICK	1			10.1.1.1.11A-B.			1
10.1.1.020.00	DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET	1			10.1.1.1.13A.			1
10.1.1.021.00	SET CLEARANCE ROTARY SWITCH ON RDR SET CONTROL TO '300'	2			10.1.1.1.7A.			
10.1.1.022.00	DEPRESS AFCS 'TER FLW' SWITCHLIGHT TO ENGAGE AFCS	2						
10.1.1.023.00	SCAN TF VISUAL & AURAL DISPLAYS FOR PROPER CONFIGURATIONS	CONT			1			2
10.1.1.023.01	SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS	7						1
10.1.1.023.02	SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATION	2						
10.1.1.023.03	MONITOR AURAL TONE FOR PROPER SIGNAL	1						

1 SAME AS T.E. NUMBER 10.1.1.1.8B,  
2 THIS T.E. CONTINUES UNTIL INITIATION OF AFCS PITCH  
3 INTERRUPT SWITCH RELEASE; REFERENCE NA-73-340-15, P.66.

1 T.E. DIVIDED INTO SUBTASK ELEMENTS.  
2 SAME AS T.E. NUMBER 10.1.1.1.11A/B.

1 SAME AS T.E. NUMBER 10.1.1.1.11A-B.

E#	E.IO	TIME	*ACTION-VERB	*CLO	*COMP-CUE	*IO	*INIT-CUE	*OPERATOR	*TE#
10.1.1.024.00	DEPRESS TO RELEASE AFCS PITCH INTERRUPT TRIGGER SW ON STICK	1							1
10.1.1.025.00	DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET	1		1	SAME AS T.E. NUMBER 10.1.1.29A.				1
10.1.1.026.00	SET L TFR MODE SELECT SWITCH TO 'STBY'	2		1	SAME AS T.E. NUMBER 10.1.1.29A.				1
10.1.1.027.00	SET R TFR MODE SELECT SWITCH TO 'TF'	2							1
10.1.1.028.00	SCAN TF VISUAL & AURAL DISPLAYS FOR PROPER CONFIGURATIONS	CONT		1	SAME AS T.E. NUMBER 10.1.1.108.	1			2
10.1.1.028.01	SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS	7		1	T.E. DIVIDED INTO SUBTASK ELEMENTS. 2 SAME AS T.E. NUMBER 10.1.1.23A-B.				1
10.1.1.028.02	SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATION	2		1	SAME AS T.E. NUMBER 10.1.23.1A-B.				1
10.1.1.028.03	MONITOR AURAL TONE FOR PROPER SIGNAL	1		1	SAME AS T.E. NUMBER 10.1.1.23.2A-B.				1
10.1.1.029.00	DEPRESS TO RELEASE AFCS PITCH INTERRUPT TRIGGER SW ON STICK	1		1	SAME AS T.E. NUMBER 10.1.1.23.3A				1
10.1.1.030.00	DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET	1		1	SAME AS T.E. NUMBER 10.1.1.24A.				1
10.1.1.031.00	RELEASE TEST PUSHBUTTON ON ROR ALTM CONTROL PANEL	2		1	SAME AS T.E. NUMBER 10.1.1.25A.				1
10.1.1.032.00	DEPRESS AFCS 'TER-FLW' SWITCHLIGHT TO DISENGAGE AFCS	2							
10.1.1.033.00	SET CLEARANCE ROTARY CONTROL TO '1000'	4							
10.1.1.034.00	SET AUTO LTON LEVER-LOCKED TOGGLE SWITCH TO 'ENBL'	2							
10.1.1.035.00	DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET	1		1	SAME AS T.E. NUMBER 10.1.1.7A.				1

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E#

E.I.O	TIME	*ACTION-VERB	*C&O	*COMP-CUE	*IO	*INIT-CUE	*OPERATOR	*TE#
10.1.1.036.00	2	SET R TFR MODE SELECT SWITCH TO 'STB'	1	SAME AS T.E. NUMBER 10.1.1.36A.				1
10.1.1.037.00	2	SET L TFR MODE SELECT SWITCH TO 'TF'	1	SAME AS T.E. NUMBER 10.1.1.16A.				1
10.1.1.038.00	2	DEPRESS AND HOLO TEST PB ON ROR ALTM CONTROL PANEL	1	SAME AS T.E. NUMBER 10.1.1.88.	1			1
10.1.1.039.00	CONT	MONITOR TF VISUAL & AURAL OISPLAYS FOR PROPER CONFIGURATIONS	1	T.E. DIVIDED INTO SUBTASK ELEMENTS. 2 SAME AS T.E. NUMBER 10.1.1.23A-8.				2
10.1.1.039.01	7	SCAN FOR PROPER TF VISUAL OISPLAY CONFIGURATIONS						
10.1.1.039.02	2	SCAN FOR PROPER TF VISUAL OISPLAY CONFIGURATIONS						
10.1.1.039.03	1	MONITOR AURAL TONE FOR PROPER SIGNAL						
10.1.1.040.00	1	DEPRESS TO RELEASE AFCS PITCH INTERRUPT TRIGGER SW ON STICK						1
10.1.1.041.00	10	TRACK WITH FLT CONTROLS TO INITIATE BANK AT > 2 DEG PER SEC	1	SAME AS T.E. NUMBER 10.1.1.2A.	12			
10.1.1.042.00	CONT	MONITOR TF VISUAL & AURAL OISPLAYS FOR PROPER CONFIGURATION	1	IF 60 DEGREES BANK ANGLE IS EXCEEDED, INERTIAL MEASUREMENT 2 UNITS WILL TUMBLE.	1			
10.1.1.042.01	5	SCAN FOR PROPER TF VISUAL OISPLAY CONFIGURATIONS	1	THIS ELEMENT IS ESSENTIALLY THE SAME AS 10.1.1.39.				
10.1.1.042.02	4	SCAN FOR PROPER TF VISUAL OISPLAY CONFIGURATIONS						
10.1.1.042.03	1	MONITOR AURAL TONE FOR PROPER SIGNAL						
10.1.1.043.00	1	DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET						1
10.1.1.044.00	5	TRACK WITH FLT CONTROLS TO RETURN A-V TO WINGS LEVEL FLIGHT	1	SAME AS T.E. NUMBER 10.1.1.7A.				

E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
10.1.1.045.00	MONITOR VISUAL DISPLAYS FOR PROPER CONFIGURATION	5			1				
10.1.1.046.00	TRACK WITH FLT CONTROLS TO INITIATE BANK AT > 2 DEG PER SEC	10	1	THIS ELEMENT IS ESSENTIALLY THE SAME AS 10.1.1.42A-B. 12					3
10.1.1.047.00	MONITOR TF VISUAL & AURAL DISPLAYS FOR PROPER CONFIGURATION	CONT							
10.1.1.047.01	SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS	5							
10.1.1.047.02	SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS	4							
10.1.1.047.03	MONITOR AURAL TONE FOR PROPER SIGNAL DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET	1							
10.1.1.048.00		1							1
10.1.1.049.00	TRACK WITH FLT CONTROLS TO RETURN A-V TO WINGS LEVEL FLIGHT	5	1	SAME AS T.E. NUMBER 10.1.1.43A.					
10.1.1.050.00	MONITOR VISUAL DISPLAYS FOR PROPER CONFIGURATION	5							1
10.1.1.051.00	SET L TFR MODE SELECT SWITCH TO 'STB'	2	1	SAME AS T.E. NUMBER 10.1.1.45A-B.					1
10.1.1.052.00	SET L TFR MODE SELECT SWITCH TO 'TF'	2	1	SAME AS T.E. NUMBER 10.1.1.26B.					1
10.1.1.053.00	SET L TFR MODE SELECT SWITCH TO 'STB'	2	1	SAME AS T.E. NUMBER 10.1.1.16A.					1
10.1.1.054.00	SET R TFR MODE SELECT SWITCH TO 'TF'	2	1	SAME AS T.E. NUMBER 10.1.1.26B.					1
10.1.1.055.00	SET L TFR MODE SELECT SWITCH TO 'TF'	2	1	SAME AS T.E. NUMBER 10.1.1.27B.					1
10.1.1.056.00	MONITOR TF RADAR CONTROL 'FAIL' ANNUNCIATOR LIGHTS	2	1	SAME AS T.E. NUMBER 10.1.1.16A.					1





E.ID	TIME	*ACTION-VERB	*CED	*COMP-CUE	*IO	*INIT-CUE	*OPERATOR	*TE#
10.1.2.011.02	5	ADJUST DECLUTTER AND SENSOR BRIGHTNESS CONTROLS ON VSD						
10.2.1.001.00	4	POSITION THROTTLES TO TBD POWER LEVEL			1234			
10.2.1.002.00	4	PUSH CONTROL STICK FORWARD						
10.2.1.003.00	2	ADJUST PITCH TRIM						
10.2.1.004.00	4	ADJUST THROTTLES AND/OR SPEEDBRAKE AS REQUIRED						
10.2.1.005.00	2	MONITOR HSI FOR HEADING DEVIATIONS						
10.2.1.006.00	2	TRACK WITH FLT CONTROLS TO CORRECT HEADING ERROR						
10.2.1.007.00	VAR	ADJUST WING SWEEP CONTROL TO SET ANGLE OF WINGS						
10.2.2.001.00	CONT	MONITOR PRESENT POSITION PARAMETERS DURING LETDOWN						
10.2.2.001.01	IND	MONITOR PRESENT POSITION PARAMETERS DURING LETDOWN						
10.2.2.001.02	IND	MONITOR PRESENT POSITION PARAMETERS DURING LETDOWN						
10.2.2.001.03	IND	MONITOR PRESENT POSITION PARAMETERS DURING LETDOWN						
10.2.2.002.00	2	MONITOR STEERING BAR ON HSI						

THE DESCENT WILL NORMALLY BE INITIATED AT THE APPROACH MACH  
TO A PREDETERMINED AIRSPEED. THIS DESCENT GIVES MAXIMUM  
RANGE. THE AUTO LETDOWN FEATURE OF THE TF SYSTEM WILL BE AN  
ALTERNATE METHOD.

1 NOSE DOWN ATTITUDE REQUIRED.  
2 COMMANDED PITCH ATTITUDE IS ATTAINED.

1 PRESSURE FELT ON CONTROL STICK.  
2 CONTROL PRESSURE ON STICK NULLED.

1 ERRORS IN DESCENT RATE OBSERVED.  
2 DESIRED AIRSPEED AND DESCENT RATE REACQUIRED & MAINTAINED.

1 HEADING DEVIATION NOTED.

1 HEADING AS DESIRED.

1 SWEEP NOT OPTIMUM FOR CONDITIONS OF FLIGHT.  
2 WINGS SWEEP TO DESIRED ANGLE.  
3 ACTION COORDINATED WITH CP TO CHECK FOR CG SHIFT POTENTIAL.

1 INTENT TO MAINTAIN MISSION TIMING TO TF ALTITUDE. SEQUENCE  
2 TO INITIAL LOW ALTITUDE DESTINATION.

1 NEED TO OBSERVE DIRECTION AND AMOUNT OF DEVIATION FROM  
2 DESIRED COURSE.  
3 DEVIATION NOTED, COURSE CORRECTION REQUIRED.





E.ID	TIME	*ACTION-VERB	*CED	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
10.2.4.004.00	IND	DETERMINE GRD RTN 'COINCIDES' WITH SCHEDULED ELEV CALIB PT		23	45	1		6
10.2.4.005.00	5	DEPRESS TH 'ENBL' SWITCH TO POSN RNG CURSOR FOR FINE ADJUSTM						2
10.2.4.006.00	2	DEPRESS 'ELEV-DALT' PUSHBUTTON TO INITIATE ALTIM CALIBRATION						5
10.2.4.007.00	2	DEPRESS 'ELEV-DALT' PUSHBUTTON TO FREEZE ELEVATION READOUT						3
10.2.4.008.00	5	EVALUATE DALT READOUT VALUE ON 'ALT CALBR' DIGITAL INDICATOR						5
10.2.4.009.00	4	SET 'ACPT-REJ' TOGGLE SWITCH TO 'ACPT'						1
10.2.4.010.00	2	NOTE KALMAN FILTER ACCEPTANCE OF ALTITUDE UPDATE				12		3
10.2.4.011.00	15	SET TRUE ALTITUDE (MSL) IN PRESSURE ALTIMETERS						

1 DISTANCE TO DOF IS WITHIN ACCEPTABLE LIMITS.  
2 RADAR RETURN DISPLAYING DOF AND RANGE CURSORS ARE NEARLY  
3 COINCIDENT.  
4 THE DOF IS A PRE-PLANNED CP INSERTED INTO THE ACV ON  
5 MISSION TAPE.  
6 SAME AS T.E. NUMBER 9.2.2.5C.

1 RANGE CURSORS ARE COINCIDENT WITH DOF POINT.  
2 SAME AS T.E. NUMBER 9.2.2.6C.  
12  
34

1 'DALT' LEGEND ILLUMINATES AS PUSHBUTTON IS DEPRESSED  
2 INDICATING CALIBRATION IS TAKING PLACE.  
3 'DALT' LEGEND SEGMENT FLASHES 60 SECONDS PRIOR TO DOF  
4 (DESTINATION OVERFLY) PROGRAMMED ON MISSION TAPE.  
5 SAME AS T.E. NUMBER 9.2.2.7C.  
12

1 'DALT' SWITCHLIGHT TURNS STEADY 'ON' AT COMPLETION OF  
2 CALIBRATION.  
3 SAME AS T.E. NUMBER 9.2.2.8C.  
1234

1 THE VALUE IN THE DALT READOUT IS THE AMOUNT OF PROPOSED  
2 CHANGE TO THE SYSTEM ALTITUDE. OSO MUST COMPARE ALT READOUT  
3 WITH HIS PRIOR KNOWLEDGE OF ALTITUDE PLUS TIME BETWEEN LAST  
4 ALTITUDE CALIBRATION.  
5 SAME AS T.E. NUMBER 9.2.2.9C.

1 SAME AS T.E. NUMBER 9.2.2.10C.  
12

1 'IN UPDT' LEGEND LIGHT GOES OUT AND DALT NUMERICS ERASE  
2 FROM 'ALT CALBR' DIGITAL READOUT.  
3 SAME AS T.E. NUMBER 9.2.2.11C.  
1

1 PRESSURE ALTIMETERS SET TO (MSL) ALTITUDE.

PAGE 59 E#	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*10	*INIT-CUE	*OPERATOR	*TE#
10-2.5.001.00	130	E.10 PERFORM CREW STATION CHECKS		12	3			
			1					CHECKS COMPLETED AND WITHIN ACCEPTABLE LIMITS. READINGS NOTED AND RECORDED.
			2					REFERENCE TASK 6.2.1 FOR STATION CHECK DETAILS.
			3					
11.1.1.001.00	CONT	SET MODE ON VSD TO FLIR	1					T.E. SUBDIVIDED INTO TWO SUBTASK ELEMENTS.
11.1.1.001.01	2	SET MODE ON VSD TO FLIR	1					TF VERTICAL STEERING COMMANDS WILL BE DISPLAYED.
11.1.1.001.02	2	SET MODE ON VSD TO FLIR	1					TF VERTICAL STEERING COMMANDS WILL BE DISPLAYED.
11.1.1.002.00	2	SET VSD DISPLAY SWITCH TO 'OCLTR'	1					NEED TO POSITION SYMBOLOGY ON VSD DISPLAY AS REQUIRED. IMAGE CLEARS WITH SYMBOLOGIES BLANKED. EXACT SYMBOLOGIES TO BE BLANKED ARE TBD.
11.1.1.003.00	2	ADJUST PITCH TRIM ROTARY CONTROL AS NECESSARY	1					REPOSITIONING OF REFERENCE SYMBOLOGY ON VSD REQUIRED. HORIZON LINE SYMBOLOGY REPOSITIONED, AS DESIRED.
11.1.1.004.00	2	ADJUST SYM BRT ROTARY CONTROL AS NECESSARY	1					CHANGE IN INTENSITY OF VSD SYMBOLOGY REQUIRED. SYM BRT CONTROL POSITIONED TO DESIRED INTENSITY.
11.1.1.005.00	3	ADJUST SENSOR CONTRAST AND BRIGHTNESS CONTROLS AS NECESSARY	1					CHANGE IN INTENSITY OF DISPLAY BRIGHTNESS & CONTRAST REQ. SENSOR BRIGHTNESS & CONTRAST CONTROLS SET TO DESIRED LEVEL.
11.1.1.006.00	2	SET CLEARANCE SWITCH ON TFR PANEL TO DESIRED CLEARANCE PLANE	1					CL SWITCH POSITIONED TO DESIRED CLEARANCE PLANE; PILOT AND COPILLOT VERIFY SET SWITCH POSITION. 'DESIRED' CLEARANCE PLANE IS CLASSIFIED.
11.1.2.001.00	5	ENGAGE AFCS AND SELECT 'TER FLW' MODE	1					A-V STARTS AUTOMATIC DESCENT TO CLEARANCE PLANE ALTITUDE. A-V SHOULD AUTOMATICALLY FOLLOW DESIRED COURSE AS DIRECTED BY MISSION TAPE DATA.
11.1.2.002.00	2	MONITOR RADAR ALTITUDE	1					A-V DESCENDING. VERIFY A-V AT SELECTED CLEARANCE PLANE.



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E#	E.ID	TIME	*ACTION-VERB	*CEO	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
11.1.3.006.00	MONITOR RADAR ALTIMETER	CONT	1 ATF OPERATIONS IN PROGRESS. 2 RADAR ALTIMETER MONITORED AND WITHIN ACCEPTABLE TOLERANCE.	23	2	1			
11.1.3.007.00	MONITOR ATF PITCH STEERING ON VSO	CONT	1 ATF OPERATIONS IN PROGRESS. 2 ATF PITCH STEERING MONITORED AND WITHIN ACCEPTABLE 3 TOLERANCE.	23					
11.1.3.008.00	MONITOR COURSE STEERING ON THE VSD AND/OR HSI	CONT	1 ATF OPERATIONS IN PROGRESS. 2 HEADING READOUTS-SCALES ON VSD AND HSI MONITORED AND WITHIN 3 ACCEPTABLE TOLERANCES.	23456		1			
11.1.3.009.00	MONITOR TFR FAIL INDICATORS	CONT	1 ATF OPERATIONS IN PROGRESS. 2 ALL TFR FAIL INDICATORS CHECKED AND BLANKED. 3 TFR FAIL INDICATORS INCLUDE: TFR FLW LIGHTS E2-4.1 & E2-4.2 4 TFR FAIL LIGHTS E2-2.1.1 & E2-2.1.2, TFR TURN 6-LIMIT 5 CAUTION LIGHT E2-3.1, TFR VELOCITY E2-3.2 AND TFR DRIFT 6 E2-3.3.	345	2	1			
11.1.3.010.00	MONITOR IR ON VSD OR VISUAL CONTACT THROUGH TFB WINDOW	CONT	1 ATF OPERATIONS IN PROGRESS. 2 VISUAL DISPLAY CORRELATES WITH ATF PERFORMANCE. 3 C-D IDENT C4-4 HAS BEEN ASSIGNED TO THE PLZT THERAL- 4 FLASHBLINDNESS PROTECTION WINDOW THAT WILL BE AN INTEGRATED 5 COMPONENT OF THE THERMAL SHROUD.						
11.2.1.001.00	DEPRESS AUTOPILOT DISENGAGE TRIGGER SWITCH ON CONTROL STICK	3							
11.2.1.002.00	TRACK PITCH STEERING COMMAND ON VSO WITH CONTROL STICK	CONT	1 DECISION BY PILOT TO SWITCH TO MANUAL FLIGHT.		2	1			
11.2.1.003.00	POSITION THROTTLES AS REQUIRED TO TRACK MACH .85	CONT	1 CROSSBARS ON VSO COMMAND CORRECT STEERING. 2 COMMAND FLIGHT PATH BEING FOLLOWED.						
11.2.1.004.00	TRACK STEERING AZ COMMAND ON VSO WITH FLIGHT CONTROLS	CONT	1 CROSSBARS ON VSD COMMAND CORRECT STEERING. 2 AMI MONITORED AND CHECKED AT M.85. *FLY-TO* STEERING 3 COMMANDS BEING FOLLOWED AS DISPLAYED.						

E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
11.2.2.001.00	MONITOR AIRSPEED-MACH DISPLAY	CONT		2	34	1		
			1	MANUAL TF OPERATIONS IN PROGRESS.				
			2	AMI CHECKED AND WITHIN ACCEPTABLE TOLERANCE.				
			3	TASK REQUIRES CLOSE CREW COORDINATION TO EFFECT SAFE TF				
			4	OPERATION.				
11.2.2.002.00	MONITOR TF PITCH STEERING ON VSO DISPLAY	CONT		2		1		
			1	MANUAL TF OPERATIONS IN PROGRESS.				
			2	COMMAND STEERING AND PITCH SCALES CHECKED AND ACCEPTABLE.				
11.2.2.003.00	MONITOR HSI COMMAND HEADING MKR AGAINST NAV BEARING MONITOR	CONT		2		1		
			1	MANUAL TF OPERATIONS IN PROGRESS.				
			2	HSI COMMAND AGAINST ACTUAL VALUES CHECKED AND ACCEPTABLE.				
11.2.2.004.00	MONITOR TFR SCOPE OR VISUALLY THROUGH FLASHBLINDNESS WINDOW	CONT		23	45	1		
			1	MANUAL TF OPERATIONS IN PROGRESS.				
			2	TFR SCOPE PRESENTATION WITHIN ACCEPTABLE A-V PERFORMANCE				
			3	CURVES.				
			4	E SCAN (VERTICAL SCAN) DISPLAY ASSUMES TFR OPERATING IN TF				
			5	MODE AS OPPOSED TO SIT OR GM MODES.				
11.2.2.005.00	MONITOR RADAR ALTIMETER	CONT		23		1		
			1	MANUAL TF OPERATIONS IN PROGRESS.				
			2	RADAR ALTIMETER READING X-CHECKS WITH MINIMUM TF AND VSO				
			3	READOUT.				
11.2.2.006.00	MONITOR TFR FAIL INDICATORS	CONT		24567		1		3
			1	MANUAL TF OPERATIONS IN PROGRESS.				
			2	ALL TFR FAIL INDICATORS CHECKED AND BLANKED.				
			3	SAME AS T.E. NUMBER 11.1.3.9A-8.				
			4	TFR FAIL INDICATORS INCLUDE: TFR FLW LIGHTS E2-4.1 & E2-4.2				
			5	TFR FAIL LIGHTS E2-2.1.1 & E2-2.1.2, TFR TURN G-LIMIT				
			6	CAUTION LIGHT E2-3.1, TFR VELOCITY E2-3.2 AND TFR DRIFT				
			7	E2-3.3.				
11.3.1.001.00	COMMUNICATE WITH OSO-OSO ON THREAT SITUATION	INO		1234567				
			1	THIS FUNCTION INVOLVES MANUAL LATERAL STEERING OF THE A-V				
			2	TO AVOID UNEXPECTED THREATS WHICH MAY BE ENCOUNTERED DURING				
			3	THE COURSE OF LOW ALTITUDE PENETRATION. THESE THREATS CAN				
			4	INVOLVE, BUT ARE NOT LIMITED TO ENEMY DEFENSES, WEATHER				
			5	PHENOMENA, OR NUCLEAR WEAPONS EFFECTS. THE A-V WILL RETURN				
			6	TO ITS PRE-PROGRAMMED FLIGHT PATH WHEN THREAT HAS BEEN				
			7	AVERTED.				
11.3.1.002.00	VERIFY CONDITIONS SUITABLE FOR MANUAL LATERAL CONTROL	INO		23		1		
			1	FEEDBACK FROM OSO-OSO ON THREAT SITUATION.				
			2	FLIGHT PROFILE (TERRAIN VFR-TFR) CONDITIONS VERIFIED AS				
			3	SUITABLE FOR THREAT AVOIDANCE.				

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E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
11.3.1.003.00	DETERMINE BEST PATH AROUND THREAT	IND	1 2	1 2	2	1	1		
11.3.1.004.00	TRACK WITH FLT CONTROLS & THROTTLES TO INITIATE DEVIATION	IND	1 2	1 2	2	1	1		
11.3.1.005.00	MONITOR VSD AND VIEW FROM THERMAL FLASHBLINDNESS WINDOW	CONT	1 2	1 2	2	1	1		
11.3.1.006.00	MONITOR AIRSPEED-MACH INDICATOR	CONT	1	1	2	1	1		
11.3.1.007.00	MONITOR TFR SCOPE FOR TERRAIN OBSTACLES	CONT	1 2	1 2	2	1	1		
11.3.1.008.00	MONITOR HSI FOR COURSE DEVIATION	CONT	1 2 3	1 2 3	2	1	1		
11.3.1.009.00	TRACK WITH FLT CONTROLS & THROTTLES TO RETURN A-V TO TRACK	IND	1 2	1 2	2	1	1		
11.3.2.006.00	TRACK WITH FLT CONTROLS & THROTTLES TO INITIATE DEVIATION	IND	1 2 3 4 5	1 2 3 4 5	2	1	1		
11.3.2.007.00	MONITOR VSD AND VIEW FROM THERMAL FLASHBLINDNESS WINDOW	CONT	1 2	1 2	2	1	1		
11.3.2.008.00	MONITOR AIRSPEED-MACH INDICATOR	CONT	1 2	1 2	2	1	1		



E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*IE#
11.3.2.009.00	CONT	MONITOR TFR SCOPE FOR TERRAIN OBSTACLES		23		1		
			1					
			2					
			1					
11.3.2.010.00	CONT	MONITOR HSI FOR COURSE DEVIATION		2		1		
			1					
			2					
			1					
11.3.2.011.00	IND	TRACK WITH FLT CONTROLS & THROTTLES TO RETURN A-V TO TRACK		23		1		
			1					
			2					
			1					
			4					
			5					
11.4.1.001.00	2	DEPRESS 'ENGAGE' BUTTON ON AFCS PANEL				1		
			1					
11.4.1.002.00	2	DEPRESS 'FLT DIR' LIGHTED PUSHBUTTON ON AFCS PANEL				1		
			1					
11.4.1.003.00	2	DEPRESS 'TER FLW' LIGHTED PUSHBUTTON ON AFCS PANEL				1		
			1					
11.4.1.004.00	2	DEPRESS 'AUTO THROT' LIGHTED PUSHBUTTON ON AFCS PANEL				1		
			1					
11.5.1.001.00	6	ADVISE PILOT EVS UPDATE REQUIRED				1		
			1					
11.5.1.002.00	2	NOTE NEXT SEQ. NO. IS A CP (CHECK POINT)				1		
			1					
11.5.1.003.00	5	REQUEST EVS CONTROL BE TRANSFERRED TO USO				1		
			1					
11.5.1.004.00	2	SET EVS POD CONTROL ROTARY SWITCH TO 'EXD'				1		
			1					
11.5.1.005.00	2	NOTE FRONT STATION RELEASE OF EVS COMMAND CONTROL				1		
			1					

1 FLIGHT PATH DEVIATION IN PROGRESS.

2 TFR SCOPE PRESENTATION WITHIN ACCEPTABLE A-V PERFORMANCE

3 CURVES.

1 FLIGHT PATH DEVIATION IN PROGRESS.

2 COURSE DEVIATION NOTED AND CHECKED ACCEPTABLE.

23

1 RETURN TO ORIGINAL TRACK DESIRED AFTER THREAT IS AVOIDED.

2 AIR VEHICLE ON ORIGINAL TRACK, DEVIATION FROM FLIGHT PATH

3 COMPLETED.

4 ACTUAL MANEUVER CAN BE REFERENCED FROM STEERING ON BOMB NAV

5 SYSTEM.

1 DECISION TO TERMINATE FLIGHT PATH DEVIATION OPERATIONS.

1

1 DECISION TO TERMINATE FLIGHT PATH DEVIATION OPERATIONS.

1

1 DECISION TO TERMINATE FLIGHT PATH DEVIATION OPERATIONS.

1

1 DECISION TO TERMINATE FLIGHT PATH DEVIATION OPERATIONS.

1

1 PRESENT POSITION ERROR OBSERVED (SEE T.E. NUMBER 9.2.1.1C).

1

1 SEQUENCE NUMBER CORRESPONDS WITH PREPLANNED DATA.

23

1 MFD IS BLANK. EVS CONTROL REQUIRED BY DSD.

2 THIS TASK ELEMENT ASSUMES THAT EVS IS ON, ADJUSTED, AND

3 FUNCTIONING PROPERLY.

1

1 THIS SWITCH SETTING RELINQUISHES EVS CONTROL TO OSO.

1

1 COMD BACKLIGHTED PUSHBUTTON IS 'ON', THEN GOES 'OUT'.



PAGE 65 E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*IE#
11.5.1.006.00	SET SENSOR TO BE DISPLAYED (FLIR) VIA VIDEO SELECT SWITCH	2							
11.5.1.007.00	SET *SYMBOLS ON* VIA EVS PANEL FOR ELEVATION AND AZIMUTH	2			1		2		
11.5.1.008.00	ADJUST MFD BRIGHTNESS AS NECESSARY	4					1 2		
11.5.1.009.00	ADJUST MFD CONTRAST AS NECESSARY	4					1 2		
11.5.1.010.00	SELECT *UPDATE QUALITY* PUSHBUTTON ON NAV CDRR PANEL	2					1 2		
11.5.1.011.00	DEPRESS EVS UPDATE MODE SWITCH ON NAV CORR PANEL	2					1		
11.5.1.012.00	SET *PPC* TOGGLE SWITCH ON RADAR CONTROL PANEL TO *OUT*	2					1		
11.5.1.013.00	IDENTIFY CHECK POINT OF INTEREST ON MFD	10					1		
11.5.1.014.00	NOTE PRESENT POSITION ERROR ON MFD	5					1 2		
11.5.1.015.00	MOVE VIDEO IMAGE FOR FIDUCIALS-CHECK POINT COINCIDENCE	5					1 2		
11.5.1.016.00	DEPRESS *ENTER* DN NAV CORR PANEL TO INITIATE UPDATE	2					1 2 3		

1 ELEVATION AND AZIMUTH SYMBOLS APPEAR ON MFD.  
2 NO SYMBOLS DISPLAYED ON MFD. 1

1 BRIGHTNESS UNSATISFACTORY.  
2 DESIRED BRIGHTNESS ATTAINED ON MFD. 1

1 CONTRAST UNSATISFACTORY.  
2 DESIRED CONTRAST ATTAINED ON MFD. 1

1 UNWANTED QUAL INDEX LEGEND LIT.  
2 DESIRED QUAL INDEX LEGEND ILLUMINATES.

1 \*PPC\* MEANS PRESENT POSITION CORRECTION. 1  
2

1 NEED TO OBSERVE REAL WORLD VIDEO TO RECOGNIZE CHECK POINT.  
2 CHECKPOINT RECOGNIZED VIA MFD. 1

1 FIDUCIALS AND CHECK POINT NOT COINCIDENT.  
2 POSITION ERROR OBSERVED BETWEEN FIDUCIALS AND CHECK POINT. 1

1 POSITION ERROR BETWEEN FIDUCIAL AND CHECK POINT OBSERVED.  
2 FIDUCIAL-CHECKPOINT COINCIDES ON MFD. 1  
3

1 FIDUCIAL-CHECKPOINT COINCIDENT ACHIEVED.  
2 EVS LIGHT LEGEND ON NAV CDRR PANEL BLINKS AT 4HZ DURING  
3 EVS UPDATE SEQUENCING.

E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
11.5.1.017.00	MOVE VIDEO IMAGE FOR FIDUCIALS-CHECK POINT COINCIDENCE	5			2	345	1		6
			1 FIDUCIAL-CHECK POINT COINCIDENCE DRIFT NOTED. 2 FIDUCIAL-CHECK POINT COINCIDENCES ON MFD. 3 APPROX 10-15 SECS FOLLOWING INITIATION OF UPDATE, 4 REPOSITION OSO TRACKING HANDLE TO COMPLETE TRIANGULATION 5 SEQUENCE. 6 SAME AS T.E. NUMBER 11.5.1.15C.						
11.5.1.018.00	DEPRESS *ENTER* ON NAV CORR PANEL TO COMPLETE UPDATE	2					1		
11.5.1.019.00	NOTE UPDATE VALIDITY ON NAV CORR PANEL	15							
			1 FIDUCIAL-CHECKPOINT COINCIDENCE MAINTAINED ON MFD. 2 BLINKING LIGHT LEGEND DEACTIVATES ON NAV CORR PANEL. 12						
11.5.1.020.00	ADVISE PILOT THAT EVS UPDATE HAS BEEN COMPLETED	5							
			1 *IN UPT* LIGHT LEGEND REMAINS LIT UNTIL KALMAN ACCEPTS 2 UPDATE INPUT. 1						
11.5.1.021.00	OBSERVE AUTO PILOT STEERING CORRECTION ON VSD	3							
			1 PILOT ACKNOWLEDGES UPDATE COMPLETED. 1						
11.5.2.001.00	SET FLR SELECT ROTARY SWITCH TO *GND AUTO*	2							
			1 COURSE DEVIATION SYMBOLOGY DEFLECTED THEN CENTERED ON VSD. 23 1						4
11.5.2.002.00	SET PPC SWITCH ON RADAR SET CONTROL TO *IN*	2							
			1 PRESENT POSITION ERROR OBSERVED ON FLR CRT DISPLAY. 2 EITHER *GND AUTO* OR *GND VEL* MODES COULD HAVE BEEN 3 SELECTED. 4 SAME AS T.E. NUMBER 9.2.1.1C. 1						2
11.5.2.003.00	OBSERVE NEXT SEQ NO IS A CP ON SEQ NO DIGITAL READOUT	1							
			1 PRESENT POSITION ERROR OBSERVED ON FLR CRT DISPLAY. 2 SAME AS T.E. NUMBER 9.2.1.2C. 1						2
11.5.2.004.00	SET FLR RANGE SELECT ROTARY SWITCH TO DESIRED RANGE	4							
			1 CP SEQUENCE NO. DISPLAYED ON NAV PANEL. 2 SAME AS T.E. NUMBER 9.2.1.3C. 2 1						3
11.5.2.005.00	IDENTIFY CP OF INTEREST ON FLR CRT SCOPE	5							
			1 RADAR DISPLAY GROUND MAP REQUIRES RANGE CHANGE. 2 RANGE SELECT SWITCH POSITIONED TO DESIRED RANGE. 3 SAME AS T.E. NUMBER 9.2.1.4C. 3 12						4
			1 INTENT TO LOCATE CHECK POINT BY OBSERVING GROUND MAP AREA 2 RADAR RETURN (SIGNATURE). 3 CHECK POINT RECOGNIZED VIA RADAR RETURN. 4 SAME AS T.E. NUMBER 9.2.1.5C.						

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E#

E#	E.D	TIME	*ACTION-VERB	*C&O	*COMP-CUE	*10	*INIT-CUE	*OPERATOR	*TE#
11.5.2.006.00	OBSERVE X-HAIR CURSOR POSITION RELATIVE TO CP	5			2		1		3
11.5.2.007.00	SET FLR SELECT ROTARY SWITCH TO 'GNO VEL'	2							
11.5.2.008.00	DEPRESS UPDT QUAL PUSHBUTTON SWITCH ON NAV CORR PANEL	2							
11.5.2.009.00	SET NARROW SECTOR SCAN ON FLR WITH TRACKING HOLE PUSHBUTTON	1							
11.5.2.010.00	POSITION X-HAIR CURSORS TO COINCIDE WITH CHECK POINT	6							
11.5.2.011.00	DEPRESS 'ENTER' ON NAV CORR PANEL TO INTEGRATE CP UPDATE	2							
11.5.2.012.00	ADVISE PILOT FLR UPDATE HAS BEEN ACCEPTED AND IS COMPLETE	6							
11.5.2.013.00	OBSERVE AUTOPILOT STEERING CORRECTION ON VSD	3							

*ACTION-VERB	*C&O	*COMP-CUE	*10	*INIT-CUE	*OPERATOR	*TE#
1 RADAR CURSORS AND CHECKPOINT COINCIDENT. 2 X-HAIR POSITION ERROR RELATIVE TO CP RADAR RETURN OBSERVED. 3 SAME AS T.E. NUMBER 9.2.1.6C.	1					
1 EXPANDED RADAR MAP DISPLAY OBSERVED. 2 SAME AS T.E. NUMBER 9.2.1.7C.	2					
1 UNDESIRE UPDATE QUALITY INDEX ASSIGNED VIA MISSION TAPE. 2 DESIRED QUALITY INDEX SWITCHLIGHT LEGEND ILLUMINATES. 3 SAME AS T.E. NUMBER 9.2.1.8C.	3					
1 NEED FOR NARROW SECTOR SCAN FOV (FIELD OF VIEW) ON FLR DISPLAY. 2 SAME AS T.E. NUMBER 9.2.1.9C.	3					
1 POSITION ERROR BETWEEN CURSORS AND CP OBSERVED, INTENT TO CORRECT POSITION ERROR. 2 SAME AS T.E. NUMBER 9.2.1.10C. 3 1234	5					
1 POSITION UPDATE INITIATED BASED ON FLR X-HAIR POSITION. 2 'IN UPDT' ANNUNCIATOR ILLUMINATES GREEN TO CONFIRM UPDATE 3 INITIATE AND KALMAN ACCEPTANCE (AT WHICH TIME THE LIGHT 4 GOES OUT). 5 SAME AS T.E. NUMBER 9.2.1.11C.	3					
1 POSITION UPDATE VALIDATED-ACCEPTED AS 'IN UPDT' ANNUNCIATOR 2 GOES OUT. 3 SAME AS T.E. NUMBER 9.2.1.12C.	2					
1 COURSE DEVIATION SYMBOLOGY DEFLECTED, THEN CENTERED ON VSD. 2 SAME AS T.E. NUMBER 9.2.1.13A-B.						

E#	E.ID	TIME	*ACTION-VERB	*C&D	*CDMP-CUE	*IO	*INIT-CUE	*OPERATOR	*TE#
11.5.3.001.00	SET ROTARY MODE SWITCH ON FLR CONTROL PANEL TO 'GND VEL'	4				12			3
11.5.3.002.00	DEPRESS TH 'ENBL' SW TO COMMAND FLR ANT TO MAX DNMD ANGLE	4	1 THE ALTITUDE CALIBRATION IS ACCOMPLISHED PRIOR TO 2 INITIATING WEAPONS DELIVERY. 3 SAME AS T.E. NUMBER 9.2.2.2C. 12						3
11.5.3.003.00	DEPRESS TH 'ENBL' SW TO POSITION RNG CURS ON NEAREST RETURN	IND	1 RANGE CURSOR IS AUTOMATICALLY POSITIONED IAM CALCULATED 2 SLANT RANGE. 3 SAME AS T.E. NUMBER 9.2.2.3C. 12						3
11.5.3.004.00	DETERMINE GRO RTN 'COINCIDES' WITH SCHEDULED ELEV CALIB PT	IND	1 RANGE CURSORS POSITIONED ON LEADING EDGE OF GROUND RADAR 2 RETURN. 3 SAME AS T.E. NUMBER 9.2.2.4C. 23 45 1						6
11.5.3.005.00	DEPRESS TH 'ENBL' SWITCH TO POSN RNG CURSOR FOR FINE ADJUSTM	5	1 DISTANCE TO DOF IS WITHIN ACCEPTABLE LIMITS. 2 RADAR RETURN DISPLAYING DOF AND RANGE CURSORS ARE NEARLY 3 COINCIDENT. 4 THE DOF IS A PRE-PLANNED CP INSERTED INTO THE ACU ON 5 MISSION TAPE. 6 SAME AS T.E. NUMBER 9.2.2.5C. 1						2
11.5.3.006.00	DEPRESS 'ELEV-DALT' PUSHBUTTON TO INITIATE ALTT CALIBRATION	2	1 RANGE CURSORS ARE COINCIDENT WITH DOF POINT. 2 SAME AS T.E. NUMBER 9.2.2.6C. 12 34						5
11.5.3.007.00	DEPRESS 'ELEV-DALT' PUSHBUTTON TO FREEZE ELEVATION READOUT	2	1 'DALT' LEGENO ILLUMINATES AS PUSHBUTTON IS DEPRESSED 2 INDICATING CALIBRATION IS TAKING PLACE. 3 'DALT' LEGENO SEGMENT FLASHES 60 SECONDS PRIOR TO DOF 4 (DESTINATION OVERFLY) PROGRAMMED ON MISSION TAPE. 5 SAME AS T.E. NUMBER 9.2.2.7C. 12						3
			1 'DALT' SWITCHLIGHT TURNS STEADY 'ON' AT COMPLETION OF 2 CALIBRATION. 3 SAME AS T.E. NUMBER 9.2.2.8C.						

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E#

E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
11.5.3.008.00	5	EVALUATE DALT READOUT VALUE ON 'ALT CALBR' DIGITAL INDICATOR			1234			5
			1	THE VALUE IN THE DALT READOUT IS THE AMOUNT OF PROPOSED CHANGE TO THE SYSTEM ALTITUDE. OSD MUST COMPARE ALT READOUT WITH HIS PRIOR KNOWLEDGE OF ALTITUDE PLUS TIME BETWEEN LAST 4 ALTITUDE CALIBRATION. 5 SAME AS T.E. NUMBER 9.2.2.9C.				
11.5.3.009.00	4	SET 'ACPT-REJ' TDGGL SWITCH TO 'ACPT'						1
11.5.3.010.00	2	NOTE KALMAN FILTER ACCEPTANCE OF ALTITUDE UPDATE				12		3
			1	SAME AS T.E. NUMBER 9.2.2.10C.				
11.5.4.001.00	120	MONITOR AND ADJUST OPERATION OF SYSTEM AVIONICS						
			1	'IN UPDT' LEGEND LIGHT GOES OUT AND DALT NUMERICS ERASE FROM 'ALT CALBR' DIGITAL READOUT. 3 SAME AS T.E. NUMBER 9.2.2.11C. 789 2 3456 1				
			1	TIME CONTINGENT BASED ON MISSION ELAPSED TIME FROM LAST CK. 2 SYSTEMS AVIONICS AND CITS STATUS CHECKS COMPLETED. 3 THIS TASK IS CONDUCTED ON THE AVERAGE EVERY 30 MIN. TO 4 INSURE GENERAL CONDITION AND TO BE AWARE OF ANY SYSTEM 5 PERFORMANCE PARAMETERS EXCEEDING ACCEPTABLE LIMITS THAT MAY 6 IMPINGE ON THE ULTIMATE SUCCESS OF THE MISSION. 7 THE FOLLOWING C-DS WILL BE CHECKED: F4-2.1.3.1, -1.1.1.7 8 E6-1.26; E1-7.4; W6,W7; E8-4.1.4.2; E4-1.1.1.1.1.2.1.1.7 9 -1.1.6.1.1.9.1.1.10.1.1.8. 1				
12.1.1.001.00	5	ADVISE PILOT OF REQUIRED BDA						
			1	'BDA REQ' INDICATOR STARTS FLASHING 'GREEN'. 1				
12.1.1.002.00	4	ACKNOWLEDGE EVS SENSOR REQUIRED FOR BDA						
			1	SENSOR TO BE USED (FLIR/LLTV) WILL BE DETERMINED BY DSO. 1				
12.1.1.003.00	15	SET EVS POD CONTROL ROTARY SWITCH TO 'EXD' IF RETRACTED.						
			1	MAY BE PERFORMED BY COPILOT. 1				
12.1.1.004.00	5	CONFIRM EVS VIDED IMAGE AVAILABLE TO DSO						
			1	POD EXTENSION REQUIRES 15 SECONDS. 1				
12.1.1.005.00	CONT	SET TV OR IR EVS POD CONTROL TO 'EXD' IF NOT RETRACTED						
			1	T.E. SUBDIVIDED INTO TWO SUBTASK ELEMENTS. 1				
12.1.1.005.01	2	SET IR EVS POD CONTROL TO 'EXD' IF NOT RETRACTED						
			1	MAY BE PERFORMED BY COPILOT. 1				

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E#	E-ID	TIME	*ACTION-VERB	*CED	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
12.1.1.005.02	SET IR EVS POD CONTROL TO 'EXD' IF NOT RETRACTED	2						1	
12.1.1.006.00	SET VIDED SELECT ROTARY SWITCH TO 'FLIR'	2							
12.1.1.007.00	SET BNS MODE SWITCH TO 'STV BNS' ON EVS STEERING CONTROL	2							
12.1.1.008.00	CHECK THAT CURRENT STEER PT IS A GRAVITY TGT ON SEQ NO IDENT	1							
12.1.1.009.00	DEPRESS NAV PANEL X-HAIR 'TGT' PB TO OVERLAY X-HAIRS ON TGT	2							
12.1.1.010.00	IDENTIFY BDA TARGET USING MFD AND FLR SCOPES	10							
12.1.1.011.00	ASSESS TARGET DAMAGE	7							
12.1.1.012.00	SET PHOTO TOGGLE SW TO 'AUTO' ON FLR INDIC-RECORDER PANEL	2							
12.1.1.013.00	NOTIFY PILOT OF DECISION TO DEPLOY-WITHHOLD WEAPON	6							
12.1.1.014.00	DEPRESS BOMB DLVY ON STORES DEL PANEL TO DEACTIVATE BOMB MOD	2							
12.1.1.015.00	SET PHOTO SWITCH ON FLR INDICATOR-RECORDER TO OFF	2							

1 MAY BE PERFORMED BY COPILOT.

1 ALPHA PEADOUT 'TG' CONFIRMED AS GRAVITY TARGET.

1 X-HAIR MOVEMENT TO TARGET RETURN.

1 FIDUCIALS AND X-HAIRS (FLR) COINCIDENT WITH TARGET.  
2 BDA TARGET IDENTIFIED ON MFD AND FLR.

1 BDA TARGET OBSERVED.  
2 TARGET DAMAGE ASSESSED.

1 BDA TARGET OBSERVED ON MFD AND FLR.  
2 PHOTO TOGGLE SWITCH POSITIONED TO 'AUTO' FOR FLR FILM  
3 RECORDING.

1 TARGET DAMAGE ASSESSED, DECISION MADE TO DEPLOY-WITHHOLD  
2 WEAPON(GRAVITY).  
3 REFER TO TASK 9.3.2.1 FOR GRAVITY BOMBING PROCEDURES. FOR  
4 THIS ANALYSIS, A 'FLY-BY' DECISION IS ASSUMED.

1 TARGET DAMAGE ASSESSED, DECISION MADE TO WITHHOLD WEAPON.

1 BDA COMPLETED.

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E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
12.1.2.001.00	OBSERVE CURRENT SMWDP SEQ NO IS A GRAVITY WEAPON RELEASE	2				1			2
12.1.2.002.00	DEPRESS 'PRGM' ON SMS TO DISPLAY FULL SMWDP, THEN DPR 'NDIS'	4				2	1		3
12.1.2.003.00	DEPRESS 'STAT' ON SMS TO DISPLAY FULL STATUS, THEN DPR 'LDIS'	4				2	1		3
12.1.2.004.00	DEPRESS 'LOCATION' TO SELECT 'FWD', INTMD, OR 'AFT' LOCATION	2							
12.1.2.005.00	DEPRESS 'STA' NUMERIC PB TO SELECT SPECIFIC WEAPON STATION	2							
12.1.2.006.00	SET ST PWR TOGGLE SWITCH TO 'ON' FOR INITIALIZATION (ST PWR)	2							
12.1.3.001.00	NOTIFY (P) TO INITIATE TRANSFER ALIGNMENT TURN (TAL)	5							
12.1.3.002.00	POSITION CONTROL STICK TO BANK A-V FOR 15 DEG HEADING CHANGE	5							
12.1.3.003.00	RELEASE POSITIVE OVERRIDE CONTROL FORCE TO RETURN TO TRACK	5							
12.1.3.004.00	DEPRESS MISSILE DELIVERY SELECT PUSHBUTTON TO 'AUTO'	2							

1 SMWDP (STRIKE-MISSION WEAPON DELIVERY PROGRAM)  
2 SAME AS T.E. NUMBER 9.3.2.1A-C

1 NEED FOR FORMAT CHANGE.  
2 FULL SMWDP FORMAT DISPLAYED ON RIGHT CRT DISPLAY.  
3 SAME AS T.E. NUMBER 9.3.2.2C.

1 NEED FOR FORMAT CHANGE.  
2 FULL STATUS OF GRAVITY STORES DISPLAYED ON LEFT CRT DISPLAY  
3 SAME AS T.E. NUMBER 9.3.2.3C.

1 FULL STATUS OF MISSILE STORES DISPLAYED ON L CRT DISPLAY.

1 LOCATION PUSHBUTTON ILLUMINATES SELECTED STORE LOCATION.

1 'STA' PUSHBUTTON ILLUMINATED MAY BE '2', '3', '4', '5', '6',  
'7', OR '8'.

1 LEFT SMS CRT READOUT INDICATES 'TAL REQ'.

1 TAL MANEUVER REQUIRED.  
2 15 DEG HEADING CHANGE ACCOMPLISHED.  
3 BECAUSE AFCS IS ENGAGED, MAINTENANCE OF THIS HEADING CHANGE  
4 WILL REQUIRE CONSTANT OVERRIDE CONTROL STICK PRESSURE.

1 RETURN TO PREPROGRAMMED TRACK, TAL COMPLETED.

1 MSL DLVY SELECT PUSHBUTTON SET TO 'AUTO' & ILLUMINATED.



E#	E-IO	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
12.1.3.005.00	MONITOR TTG INDICATOR ON PILOT STORES PANEL	CONT			3		12		
12.1.3.006.00	VERIFY SELECTED STORE ON PILOTS STORES PANEL READS 'OMSL' IDENTIFY SELECTED STORE LOCATION ON PILOT STORES PANEL	2	1 APPROACHING WEAPON RELEASE POINT, TTG 'SF' ADS' NUMERICS 2 BEGIN COUNTING DOWN AT 59 SECS. 3 WEAPON RELEASE COMPLETED.						
12.1.3.007.00					1				
12.1.3.008.00	VERIFY MISSILE TARGET IS WITHIN RANGE OF AIR VEHICLE POSN	2	1 SELECTED STORES BAY LOCATION INDICATOR IS ILLUMINATED.	12					
12.1.3.009.00	VERIFY LAUNCH CONDITIONS ARE WITHIN SAFE WEAPON REL LIMITS	2	1 LIGHT DEACTIVATES AFTER RELEASE OR MISSILE RANGE IS EXCEEDED. 2	1					
12.1.3.010.00	OBSERVE SELECTED STORES BAY DOORS STATUS INDICATOR	2	1 CONTINUOUS TO WEAPON RELEASE. 3	45		12			
12.1.3.011.00	MONITOR AFCS PITCH STEERING	1	1 BAY DOOR STATUS INDICATOR FLASHES ON PILOT STORES PANEL & SMS PANEL. 2 3 BAY DOOR STATUS INDICATOR ILLUMINATES STEADY. 4 ONLY (1) OF THE (3) STORES BAY DOOR INDICATORS WOULD BE ILLUMINATED WITH A SINGLE LAUNCH. 5	1					
12.1.3.012.00	MAINTAIN FLIGHT PATH TO ASSURE RELEASE PARAMETERS MET	5	1 AFCS PITCH INTERRUPT (S3-3.1) SWITCH AT 1ST DETENT, IF REQD	1					
12.1.3.013.00	VERIFY MISSILE LAUNCH ON ST OLIVY AND PILOT STORES PANEL	10	1 WEAPON RELEASE SEQUENCE COMPLETE.	1					
12.1.3.014.00	VERIFY STORES BAY DCORS CLOSING	2	1 RELEASE SIGNAL INDICATOR IS 'ON' FOR 5 SECONDS, THEN OFF.	12					
12.1.3.015.00	VERIFY WEAPON RELEASE SEQUENCE COMPLETE	2	1 ONLY (1) OF THE (3) STORES BAY DOOR INDICATORS WOULD BE ILLUMINATED WITH A SINGLE LAUNCH.	2					
12.1.4.001.00	OBSERVE CURRENT SHWDP SEQ NO IS A GRAVITY WEAPON RELEASE	2			1				2
			1 SHWDP (STRIKE-MISSION WEAPON DELIVERY PROGRAM) 2 SAME AS T.E. NUMBER 9.3.2.1A-C.						

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E#	E.ID	TIME	*ACTION-VERB	*C60	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*IE#
12.1.4.002.00	DEPRESS *PKGM* ON SMS TO DISPLAY FULL SMWDP, THEN OPR *RDIS*	4			2	1			3
12.1.4.003.00	DEPRESS *STAT* ON SMS TO DISPLAY FULL STATUS, THEN OPR *LDIS*	4			2	1			3
12.1.4.004.00	DEPRESS BOMB OLVY SELECT LIGHTED SWITCH TO 'AUTO'	2							1
12.1.4.005.00	OBSERVE TTG ON PLT STORES PANEL AND MFD	CONT							2
12.1.4.005.01	OBSERVE TTG INDICATOR ON PILOT STORES PANEL	2							3
12.1.4.005.02	OBSERVE TTG ON MFD	2							3
12.1.4.006.00	CHECK SELECTED STORE TYPE ON PILOT STORES PANEL	2							1
12.1.4.007.00	IDENTIFY SELECTED GRAVITY STORE BAY LOCATION ON PLT STRS PAN	2							1
12.1.4.008.00	DEPRESS *STA* NUMERIC PB TO SELECT SPECIFIC WEAPON STATION	2							2
12.1.4.009.00	OBSERVE THAT BOMB STEERING IS INITIATED	1							1



PAGE 75	E.ID	TIME	*ACTION-VERB	*CLO	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
12.1.4.018.00	MONITOR TTG INDICATOR ON PILOT STORES PANEL	CONT			2		1		3
12.1.4.019.00	ADVISE PILOT TO INITIATE-INSURE PLANNED BOMBING ALTITUDE	6	1 APPROACHING WEAPON RELEASE POINT. 2 TTG CONSISTENT WITH STORE RELEASE SEQUENCING. 3 SAME AS T.E. NUMBER 9.3.2.18A-C.				I		2
12.1.4.020.00	DEPRESS AFCS INTERR-DISC TRIG SW ON STICK TO FIRST DETENT	1	1 INITIATION POINT FOR PLANNED BOMBING ALTITUDE IMMINENT. 2 SAME AS T.E. NUMBER 9.3.2.19C. 23				1		4
12.1.4.021.00	TRACK WITH CONTROL STICK TO ATTAIN DESIRED BOMBING ALTITUDE	8	1 POINT FOR PLANNED BOMBING ALTITUDE REACHED. 2 AFCS INTERR-DISC SWITCH DEPRESSED TO FIRST DETENT, THEN 3 RELEASED WHEN BOMBING ALTITUDE IS ATTAINED. 4 SAME AS T.E. NUMBER 9.3.2.20A.						1
12.1.4.022.00	SET CL SW TO SELECT APPROPRIATE CLEARANCE PLANE FOR W.O.	2	1 SAME AS T.E. NUMBER 9.3.2.21A.						
12.1.4.023.00	CHECK A-V FLT CONDITS ARE WITHIN SAFE WEAPON REL LIMITS	4	1 CL SELECT SWITCH SET TO APPROPRIATE CLEARANCE PLANE.				1		2
12.1.4.024.00	OBSERVE SELECTED STORES BAY DOORS STATUS INDICATORS	10	1 APPROACHING WEAPON RELEASE POINT. 2 SAME AS T.E. NUMBER 9.3.2.22A. 34 56 12						7
12.1.4.025.00	CHECK GRAVITY STORE RELEASE, USING VSD, PLT ST, ST DEL PANS	6	1 BAY DOOR STATUS INDICATORS FLASH WHEN DOORS ARE IN TRANSIENT STATE. 2 BAY DOOR STATUS INDICATORS ILLUMINATE STEADY 'GREEN' WHEN IN OPEN POSITION. 3 ONLY ONE OF THREE STORES BAY DOOR INDICATOR PAIRS WOULD BE ILLUMINATED WITH A SINGLE RELEASE. 7 SAME AS T.E. NUMBER 9.3.2.23 A-C.						1
			1 SAME AS T.E. NUMBER 9.3.2.24A-C.						

E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*IE#
12.1.4.025.01	CHECK GRAVITY STORE RELEASE USING VSD AND PILOT STORES PANEL	6			4567		123		8
			1 'AWAY' INDICATOR LIGHTS STEADY FOR 5 SECONDS AFTER RELEASE. 2 'BOMB' STEERING MODE ON VSD FLASHES FOR 5 SECONDS AT WEAPON 3 RELEASE. 4 'AWAY' INDICATOR DEACTIVATES AFTER 5 SECONDS. IF A SECOND 5 WEAPON IS SCHEDULED FOR RELEASE, THE BOMB LEGEND WILL GO TO 6 A STEADY ON STATE. IF A SECOND WEAPON IS NOT SCHEDULED FOR 7 RELEASE, THE BOMB LEGEND WILL DISAPPEAR. 8 SAME AS T.E. NUMBER 9.3.2.24.1A-C.						
12.1.4.025.02	CHECK GRAVITY STORE RELEASE USING STORES DELIVERY PANELS	6					12		5
			1 'REL SIG' REMAINS LIT FOR FIVE SECONDS AFTER THE SIGNAL IS 2 SENT AND THEN DEACTIVATES. 3 'AWAY' REMAINS LIT FOR FIVE SECONDS AFTER SEPARATION AND 4 THEN DEACTIVATES. 5 SAME AS T.E. NUMBER 9.3.2.24.2A-C.						
12.1.4.026.00	VERIFY STORES BAY DOORS CLOSING	2							
			1 ONLY (1) OF THE (3) STORES BAY DOOR INDICATORS WOULD BE 2 ILLUMINATED WITH A SINGLE RELEASE.						
12.1.4.027.00	SET CL SW TO LOWEST APPROPRIATE CLEARANCE PLANE SETTING	2							
			1						
12.1.4.028.00	NOTIFY P OSO OSO SHOCK ARRIVAL IS IMMINENT	8							2
			1						
13.1.1.001.00	DEPRESS 'TER FLW' PB SWITCHLIGHT TO DISENGAGE TF	2							
			1 COPILOT MONITORS CLOCK TO COMPUTE SHOCK ARRIVAL TIME. 2 SAME AS T.E. NUMBER 9.3.2.25B.						
13.1.1.002.00	SET 'TER FLW-ALT REF' SW ON FLT DIR PANELS TO OFF	2							
			1 EMO MISSION PROFILE WILL DICTATE WHETHER CLIMB TO OPTIMUM 2 CRUISE IS WARRANTED OR TO CONTINUE WITHDRAWAL OF LA-HS 3 PROFILE. FOR THIS ANALYSIS, CLIMBOUT IS ASSUMED. 4 LA-HS COMPLETED, WITHDRAWAL IS PROGRAMMED.						
13.1.1.003.00	SET L AND R TFR MODE SWITCHES TO 'STBY'	4							
13.1.1.004.00	DEPRESS 'AUTO THROT' PB TO DISENGAGE AUTO THROTTLE CONTROL	2							
			1						
13.1.1.005.00	ADJUST THROTTLES, IF REQUIRED, FOR OPTIMUM WITHDRAWAL SPEED	8							
			1 COMPLETION OF LOW-LEVEL PENETRATION.						

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E#	E.ID	TIME	*ACTION-VERB	*CED	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
13.1.1.006.00	ADJUST WING SWEEP LEVER TO TBD ANGLE	VAR	1 2	BEGIN WITHDRAWAL. SAME AS T.E. NUMBER 9.1.1.5A.	2	1	1		2
13.1.1.007.00	MANIPULATE CONTROL STICK TO INITIATE WITHDRAWAL CLIMBOUT	CONT	1 2	BEGIN WITHDRAWAL. REQUIRED CONTROL INPUTS ACHIEVED.	23	1			4
13.1.2.001.00	PERFORM CREW STATION CHECKS	130	1 2 3 4	MISSION TIME REQUIRES CHECK EVERY 30 MINUTES. CHECKS COMPLETED AND WITHIN ACCEPTABLE LIMITS, READINGS NOTED AND RECORDED. REFERENCE TASK 6.2.1 FOR STATION CHECK DETAILS.	23	1			
13.1.2.002.00	TRACK WITH STICK & RUDDERS TO ATTAIN DESIRED CLEARANCE PLANE	CONT	1 2 3	WITHDRAWAL IN PROGRESS. A-V LEVELS OFF AT OPTIMUM SUBSONIC CRUISE ALTITUDE- CLEARANCE PLANE.	2	1			
13.1.2.003.00	MONITOR MACH-AIRSPEED INDICATOR (AMI)	CONT	1 2	WITHDRAWAL IN PROGRESS. AIRSPEED-MACH AND ADA ARE WITHIN ACCEPTABLE LIMITS.	2	1			
13.1.2.004.00	MONITOR HSI FOR CORRECT HEADING	CONT	1 2	WITHDRAWAL IN PROGRESS. HEADING PARAMETERS ARE WITHIN LIMITS & A-V ON COURSE.	2	1			
13.1.2.005.00	SELECT DESIRED AFCS MODES, IF REQUIRED	2	1 2 3	WITHDRAWAL IN PROGRESS. IF OPTIMUM ALTITUDE CRUISE PROFILE IS USED, AFCS MACH, ALTITUDE OR AIRSPEED MODES MAY BE SELECTED AT PILOT OPTION.	2	3456	1		
13.1.2.006.00	MONITOR, ADJUST SYSTEM AVIONICS STATUS, PERFORMANCE	120	1 2 3 4 5 6 7 8 9	TIME CONTINGENT BASED ON MISSION ELAPSED TIME FROM LAST CK. SYSTEM AVIONICS AND CITS STATUS CHECKS COMPLETED. THIS TASK IS CONDUCTED ON THE AVERAGE EVERY 30 MIN. TO INSURE GENERAL CONDITION AND TO BE AWARE OF ANY SYSTEM PERFORMANCE PARAMETERS EXCEEDING ACCEPTABLE LIMITS THAT MAY IMPINGE ON THE ULTIMATE SUCCESS OF THE MISSION. THE FOLLOWING C-DS WILL BE CHECKED: F4-2.1,-3.1,-1.1; B-1; E6-1.26; E1-7.4; W6; W7; E8-4.1,-4.2; E4-1.1.1,-1.1.2,-1.1.7, -1.1.6,-1.1.9,-1.1.10,-1.1.8.	2	3456	1		
13.2.1.001.00	SELECT SEQUENCE NUMBER CORRESPONDING TO TCM	4	1 2	WHEN WEAPON DELIVERY SEQUENCE IS COMPLETED, DESIRED SEQUENCE NUMBER IS DISPLAYED.	12	12			
13.2.1.002.00	SELECT 'FLY TO'	2	1 2	STEERING SEQUENCE NUMBER CORRESPONDS TO SELECTED POINT SEQUENCE NUMBER.	12				

E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
13.2.1.003.00	VERIFY CURRENT STEERING POINT IS THE TCM	2			12				
13.2.1.004.00	ADVISE CP OF ESTIMATED DAMAGE EFFECTIVENESS	120	1 STEERING SEQUENCE NUMBER CORRESPONDS TO SELECTED POINT 2 SEQUENCE NUMBER.			1234	5		
13.2.1.005.00	SET HF MODE SWITCH TO 'SSB' (SINGLE SIDE BAND)	4	1 ANYTIME AFTER EACH WEAPON RELEASE, OSO WILL ESTIMATE DAMAGE 2 EFFECTIVENESS OF DELIVERED WEAPON BASED ON X-HAIR ACCURACY 3 ACHIEVED. STRIKE REPORT IS THEN DEVELOPED FOR TRANSMISSION 4 AT THIS POINT IN EWO MISSION. 5 INTENT TO TRANSMIT STRIKE REPORT.				1		
13.2.1.006.00	SET FREQUENCY INDICATOR-SELECTOR KNOBS TO DESIRED HF FREQ.	15	1 INTENT TO TRANSMIT STRIKE REPORT.			1			
13.2.1.007.00	PULL HF RADIO SWITCH KNDB ON ICS PANEL	2							
13.2.1.008.00	ADJUST HF GAIN, VOLUME AND SQUELCH CONTROLS, AS REQUIRED	8							
13.2.1.009.00	DEPRESS MIC ON #4 THROTTLE AND TRANSMIT STRIKE SUCCESS CODE	60							
14.1.1.001.00	REVIEW PENETRATION AND APPROACH PROCEDURES	120							
14.1.1.002.00	SET RDR ALTM VARIABLE ALT INDEX MARKER AT MDA	8			12				
14.1.1.003.00	SET PROPER TACTICAL FREQUENCY ON UHF #2	20	1 RADAR ALTIMETER VARIABLE ALTITUDE INDEX MARKER SET AT MDA 2 (MINIMUM DECISION ALTITUDE).				1		
14.1.1.004.00	PULL UHF #2 KNOB ON COPILOT ICS PANEL	2	1 FREQUENCY DETERMINED FROM LETDOWN CHART.				1		
14.1.1.005.00	SET POST STRIKE BASE TOWER FREQ ON UHF #1	20	1 INTEND TO TRANSMIT ON UHF #2.				1		
14.1.1.006.00	PULL UHF #1 KNOB ON PILOT ICS PANEL	2	1 FREQUENCY DETERMINED FROM LETDOWN CHART. 1 INTENT TO TRANSMIT ON UHF #1.				1		



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E#

E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
14.I.I.007.00	2	NOTE THAT NEXT SEQ NO IS FOR DESTINATION OVERFLY (DOF)			12			
14.I.I.008.00	2	DEPRESS NAV FUNCTION SWITCH DN IKB (INTEGRATED KEYBOARD)						
14.I.I.010.00	2	SELECT AILA OPTION DN IKB						
14.I.I.011.00	2	CONFIRM GLIDE SLOPE ANGLE IS CORRECT DN IKB CRT READOUT						
14.I.I.012.00	2	DEPRESS NAV FCN PUSHBUTTON SWITCH DN IKB						
14.I.I.013.00	2	SELECT ALT CAL OPTION DN IKB						
14.I.I.014.00		EXECUTE LOW ALTITUDE CALIBRATION PROCEDURES						
14.I.I.015.00	2	DEPRESS DEST PB DN NAV PANEL FOR AUTO X-HAIR LAY DN DEST						
14.I.I.016.00	CONT	MAINTAIN X-HAIR ALIGNMENT DN DESIRED FLR AIM PT, AS REQUIRED						
14.I.I.017.00	1	SET TRACKING HANDLE TOGGLE SW TO SELECT NARROW SECTOR SCAN						

1 DSD WILL PERFORM THESE PROCEDURES FOR ALL APPROACHES  
2 REGARDLESS OF WHAT TYPE APPROACH IS BEING ACCOMPLISHED.

1 PUSHBUTTON ACTIVATED, PUSHBUTTON LIGHTS, AND CRT READOUT  
2 FORMAT APPEARS.

1 OPTION SWITCH OUT. CORRECT OPTIONS DISPLAYED ON CRT READOUT  
2 PUSHBUTTON ACTIVATED, PUSHBUTTON LIGHTS, AND CRT READOUT  
3 FORMAT CHANGES. OPTION PUSHBUTTON GOES OUT.

1 OPTIONS PRESENTED ON CRT READOUT.  
2 PROPER GLIDE SLOPE ANGLE CONFIRMED.

1 INTENT TO ACCESS DATA IN PREPARATION FOR ALT CAL.

1 CORRECT OPTIONS DISPLAYED ON CRT.  
2 CRT READOUT FORMAT CHANGES TO ALT CAL FORMAT.

1 THE ELEMENTS PERFORMED FOR LOW ALT CALIBRATION ARE THE SAME  
2 AS TASK 9.2.2.

1 INTENT TO CONFIRM X-HAIR POSITIONING ON DESIRED AIM POINT.  
2 X-HAIR CURSORS COINCIDENTAL WITH AIM POINT.  
3 EITHER DOF OR DAP MAY BE USED.

1 X-HAIR CURSORS NOT ON DESIRED POINT.  
2 X-HAIR COINCIDENCE WITH AIM POINT ADJUSTED, AS REQUIRED.

1 INCREASED RESOLUTION AND DECREASED ERROR AS RECOVERY SITE  
2 IS APPROACHED.

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E#

**E.10**

TIME	*ACTION--VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR
14.1.1.018.00	REDUCE RADAR RANGE AS REQUIRED ON RANGE SELECT CONTROL	2	2	1		
14.1.2.001.00	DEPRESS TRIGGER ON CONTROL STICK TO 2ND DETENT	2				
14.1.2.002.00	SET AILA MODE ON BOTH FLT OIR CONTROL PANELS	2				
14.1.2.003.00	SET INBOUND AILA COURSE ON BOTH HSI'S USING COURSE SET KNOB	6				
14.1.2.004.00	SET COMD HDG MARKERS TO DESIRED HEADING	2				
14.1.2.005.00	COMPUTE AND CHECK LANDING DATA	120				
14.1.2.006.00	CONFIRM NUCLEAR CONSENT SW IS AT NORM & SW GUARD IS DOWN	2				
14.1.2.007.00	SET WING SWEEP CONTROL HANDLE FOR DESCENT	IND				
14.1.2.008.00	CHECK WINDSHIELD POWER SELECT SWITCH IS IN 'BOTH' POSITION	2				
14.1.2.009.00	CHECK THAT ENGINE INLET ANTI-ICE SWITCH IS IN AUTO MODE	2				
14.1.2.010.00	CHECK THAT PITOT HEAT CONTROL SWITCH IS ON	2				
14.1.2.011.00	CHECK ANTI-SKID SWITCH IS ON	2				
14.1.2.012.00	SET NOSE WHEEL STEERING MODE CONTROL SWITCH TO 'TO-LDG' MODE	2				

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E#

E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
14.1.2.013.00	4	SET EVS IR ROTARY SELECTION KNOBS TO 'VV'		1				
14.1.2.014.00	4	SET BOTH VSD MODE SELECT SMS TO IR		1				
14.1.2.015.00	2	DEPRESS EVS FOV AS DESIRED		1				
14.1.2.017.00	6	SET AICS HYD (4) TOGGLE SWITCHES ON AICS PANEL TO 'TO-LDG'		1				
14.1.2.018.00	120	PERFORM CREW STATION CHECKS		23 4 1				
14.1.2.019.00	5	CHECK THAT RESTRAINT HARNESSES ARE CONNECTED		1				
14.1.2.020.00	60	ESTABLISH UHF COMM WITH POST STRIKE RECOVERY SITE (UHF #1)		2 34 1				
14.1.2.021.00	5	SET BARO-ALTIMETERS FOR LANDING AT RECOVERY SITE		2 1				
14.2.1.001.00	4	POSITION THROTTLES TO TBD POWER SETTING FOR DESCENT		1				
14.2.1.002.00	2	MANIPULATE FLT CONTROLS AND TRIM TO OBTAIN DESCENT ATTITUDE		2 1				
14.2.1.003.00	CONT	MONITOR ATTITUDE, AIRSPEED, AND HEADING AS REQUIRED		2 1				

E.O.D	TIME	*ACTION-VERB	*C&O	*COMP-CUE	*IO	*INIT-CUE	*OPERATOR	*TE#
14.2.1.004.00	IND	ACCOMPLISH ALTITUDE CALLS AT 5000 FOOT ALTITUDE INTERVALS		1234				
14.2.1.005.00	CONT	MONITOR AIR VEHICLE POSITION ON BDHI AND FLR						
			1					
			2					
			4					
14.2.1.006.00	4	MANIPULATE CONTROL STICK TO INITIATE LEVEL OFF ALTITUDE						
			1					
			2					
14.2.2.001.00	10	MANIPULATE FLT CONTROLS & TRIM TO LEVEL OFF AT INIT APP ALT						
			1					
			2					
14.2.2.002.00	6	ADJUST THROTTLES TO ACQUIRE DESIRED AIRSPEED						
			1					
			2					
14.2.2.003.00	2	SET FLIGHT DIRECTOR TOGGLE SWITCHES (2) TO 'ALT REF'						
			1					
			2					
14.2.2.004.00	IND	PERFORM LOW ALTITUDE CALIBRATION						
			1					
			12					
14.2.2.005.00	8	VERIFY MAGNETIC VARIATION VIA IKB						
			1					
15.1.1.001.00	4	REQUEST CP READ LANDING CHECKLIST						
			1					
			2					
15.1.1.002.00	IND	SET WING SWEEP CONTROL TO 'TBD' FOR LANDING						
			1					
			12					
15.1.1.003.00	4	POSITION LANDING GEAR HANDLE TO 'DOWN'						
			1					
15.1.1.004.00	15	MONITOR LANDING GEAR LIGHTS FOR POSITIVE DOWN AND LOCKED						
			1					

1 COPILOT WILL ANNOUNCE ALTITUDE CROSSINGS AT 5000 FOOT INTERVALS & NOTIFY PILOT WHEN REACHING ALTITUDE 1000 FEET ABOVE INTENDED LEVEL OFF POINTS. ENTIRE CREW SHOULD CROSSCHECK WHEN CALLS ARE MADE.

1 DESCENT UNDERWAY.  
2 AIRCRAFT POSITION VERIFIED.

1 1000 FEET ABOVE LEVEL OFF ALTITUDE REACHED.  
2 CONTROL STICK POSITIONED TO INITIATE LEVEL OFF.

1 LEVEL OFF ALTITUDE REACHED.  
2 AIR VEHICLE ESTABLISHED IN LEVEL FLIGHT.

1 AIR VEHICLE ESTABLISHED IN LEVEL FLIGHT.  
2 THROTTLES ADJUSTED TO ACQUIRE DESIRED AIRSPEED.

1 AIR VEHICLE ESTABLISHED IN LEVEL FLIGHT.  
12

1 WHEN BELOW 5000 FEET AGL, SAME PROCEDURE AS USED IN LOW ALTITUDE PENETRATION, TASK 9.2.2 APPLIES.  
2

1 CORRECT MAG VAR FOR AILA REQUIRED.  
2 MAG VAR VERIFIED ON CRT READOUT.

1 INTENT TO LAND AT POST-STRIKE RECOVERY SITE.  
2 COPILOT WILL READ EACH ITEM FROM CHECKLIST.

1 WING SWEEP MUST BE LESS THAN 20 DEGREES TO ALLOW FLAP EXTENSION.  
2

1 MAXIMUM LANDING GEAR EXTENSION AIRSPEED IS 250 KIAS.

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E#	E-ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
15.1.1.005.00	EXTEND SLATS BY POSITIONING HANDLE TO 1ST DETENT	3			2	1			
15.1.1.006.00	EXTEND FLAPS BY RELEASING LOCK LEVER UNDER HANDLE TDP	3	1 AIRSPEED IS LESS THAN 250 KIAS. 2 FLAP-SLAT HANDLE STOPPED-LOCKED BEFORE POSITIONING FLAPS.	12	3				
15.1.1.007.00	VERIFY FLAPS AND SLATS POSITION INDICATORS	2	1 HANDLE MOVES THROUGH FLAPS POSITION. FLAP POSITION 2 INDICATOR REFLECTS LANDING CONFIGURATION. 3 FLAP HANDLE LEVER IS SPRING-LOADED TO OFF.						1
15.1.1.008.00	SET LANDING-TAXI LIGHT CONTROL SWITCH TO *TO-LOG*	2	1 FLAP-SLAT HANDLE POSITIONED TO DESIRED SETTING.			1			
15.1.1.009.00	VERIFY CORRECT AILA COURSE IS SELECTED	6	1 LANDING LIGHTS ARE ON, WHETHER DAY OR NIGHT LANDING.						
15.1.1.010.00	POSITION THROTTLES TO OBTAIN APPROACH AIRSPEED-AOA	30		12					
15.1.1.011.00	DEPRESS AFCS *AUTO THROT* MODE ON AFCS MODE SELECT PANEL		1 THROTTLES POSITIONED TO DESIRED POWER SETTING TO MAINTAIN 2 DESIRED AIRSPEED-AOA.						1
15.1.1.012.00	DEPRESS AFCS *ENGAGE; FLT DIR, & ALT HOLD; MODES ON AFCS	6	1 OPTIMUM APPROACH AOA ACHIEVED.						1
15.1.2.001.00	VERIFY PROPER X-HAIRS PLACEMENT ON DESIRED TOUCHDOWN POINT	6	1 AUTOMATIC AILA DESIRED.		2345				1
15.1.2.002.00	VERIFY BOTH COMMAND HDG MKRS FOR PROPER AILA LOC INTERCEPT	2	1 INTENT TO INITIATE AILA. 2 ANY FURTHER REQUIREMENT TO MOVE FLR X-HAIRS WILL BE 3 VERBALLY COORDINATED WITH (P) PRIOR TO REPOSITIONING. PILOT 4 MUST KNOW IF CHANGE IS INTENDED OR EQUIPMENT MALFUNCTION 5 WILL BE ASSUMED.						2
15.1.2.003.00	MONITOR FLIGHT & ENGINE INSTRUMENTS FOR AILA	CONT	1 INTENT TO INITIATE AILA. 2 COMMAND HEADING MARKERS PROPERLY SET.						1
15.1.2.003.01	MONITOR FLIGHT INSTRUMENTS FOR AILA	CONT	1 T.E. SUBDIVIDED INTO 4 SUBTASK ELEMENTS.						

E#	E-10	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*IO	*INIT-CUE	*OPERATOR	*TE#
15.1.2.003.02	MONITOR FLIGHT INSTRUMENTS FOR AILA	CONT			123				
			1 IN GENERAL, ALL SYMBOLLOGIES, EXCEPT FI-1.1.10.3, 2 FI-1.1.10.6 AND FI-1.1.10.22 WILL BE USED TO MONITOR AILA 3 FLIGHT PARAMETERS.						
15.1.2.003.03	MONITOR FLIGHT & ENGINE INSTRUMENTS FOR AILA	CONT							
15.1.2.003.04	MONITOR FLIGHT INSTRUMENTS FOR AILA	CONT							
15.1.2.004.00	MONITOR A-V ROLL MANEUVER TO ACQUIRE FINAL APPR LOC COURSE	10			2		1		
15.1.2.005.00	MONITOR LOC ANNUNCIATOR FOR LOCALIZER CAPTURE SIGNAL	2							
			1 AIR VEHICLE ROLL MANEUVER INITIATED. 2 CDI AND STEERING CROSS CENTERED.		2		1		
15.1.2.006.00	MONITOR VSD GLIOE SLOPE RAW DATA SCALE ERROR	5							
			1 AIR VEHICLE STABILIZED ON COURSE. 2 LOC ANNUNCIATOR ILLUMINATED GREEN WHEN THRESHOLD REACHED.		2		1		
15.1.2.007.00	MONITOR GLIOE SLOPE ANNUNCIATOR FOR GLIOE SLOPE CAPTURE SIGN	2							
			1 APPROACH GLIOE SLOPE CAPTURE. 2 VSD GLIOE SLOPE RAW DATA BOX CENTERED.		2		1		
15.1.2.008.00	MONITOR AIR VEHICLE INITIATION OF DESCENT	5							
			1 GLIOE SLOPE RAW DATA BOX CENTERED. 2 GLIOE SLOPE ANNUNCIATOR ILLUMINATES GREEN.		2		1		
15.1.2.009.00	REQUEST LANDING CLEARANCE FROM POST-STRIKE RECOVERY SITE	10							
			1 GLIOE SLOPE ANNUNCIATOR ILLUMINATED GREEN. 2 AIR VEHICLE STABILIZED IN PRESCRIBED DESCENT CONDITION.		2		1		
15.2.1.001.00	NOTIFY PILOT THAT RUNWAY IS OR IS NOT VISIBLE	INO							
			1 ESTABLISHED ON FINAL APPROACH 2 LANDING CLEARANCE RECEIVED AND ACKNOWLEDGED BY (CP).		34		12		
			1 DESCENT ALTITUDE (MOA) ATTAINED AND MDH ANNUNCIATOR ILLUMINATED YELLOW. 2 IF RUNWAY IS NOT VISIBLE, START MISSED APPROACH PROCEDURE, WHICH IS COVERED IN CURRENT FB-111 TRAINING SYLLABUS.						

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E#

E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
15.2.1.002.00	21	DEPRESS AFCS PITCH DISCONNECT TRIG SW ON STICK TO 2ND DETENT		23		I		
15.2.2.001.00	CONT	MANIPULATE FLIGHT CONTROLS & THROTTLES TO ESTABLISH FLARE						
15.2.2.001.01	CONT	MANIPULATE FLIGHT CONTROLS TO ESTABLISH FLARE						
15.2.2.001.02	CONT	POSITION THROTTLES TO ESTABLISH FLARE						
15.2.2.002.00	CONT	RETARD THROTTLES TO 'IDLE' TO ACCOMPLISH TOUCHDOWN						
15.2.3.001.00	2	SET SPEED BRAKE CONTROL ON #4 THROTTLE TO 'OUT'						
15.2.3.002.00	4	MANEUVER CONTROL STICK AND RUDDERS TO LOWER NOSEWHEEL TO R-W						
15.2.3.003.00	20	DEPRESS RUDDER PEDALS TO APPLY WHEEL BRAKES						
15.2.3.004.00	2	SET NWS SWITCH TO 'TO-LDG' TO ENGAGE NOSEWHEEL STEERING						

*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
1 INTENT TO TERMINATE AUTOMATIC AILA. 2 ALL AFCS SWITCH LIGHTS ILLUMINATED WHITE (EXCEPT PILOTS 3 'TAKE CMD' LIGHT REMAINS GREEN). I		23		I		
1 T.E. SUBDIVIDED INTO TWO SUBTASK ELEMENTS. 23 1						
1 AUTOMATIC AILA TERMINATED. DESCENT THROUGH MDH. 2 FLARE ESTABLISHED PREPARATORY FOR TOUCHDOWN AS DESCENT RATE 3 SLOWS TO NEAR ZERO. 23 1						
1 AUTOMATIC AILA TERMINATED, DESCENT THROUGH MDH. 2 FLARE ESTABLISHED PREPARATORY FOR TOUCHDOWN AS DESCENT RATE 3 SLOWS TO NEAR ZERO. 23 I						
1 ANTICIPATE WHEELS CONTACT WITH RUNWAY. 2 AIR VEHICLE TOUCHES GROUND; LANDING ROLL INITIATED; 3 THROTTLES POSITIONED TO 'IDLE'. I						
1 LANDING ROLL SEQUENCE COMMENCES. 23 I						
1 SPEED REDUCED TO TBD KNOTS BELOW FINAL APPROACH SPEED. 2 POSITIVE DIRECTIONAL CONTROL FEEL AND COMPLETE LOSS OF LIFT 3 NOSEWHEEL CONTACTS RUNWAY. 2 I						
1 SPEED REDUCED TO TBD KNOTS BELOW FINAL APPROACH SPEED 2 BRAKING EFFECT SENSED. 3 I2						
1 SPEED REDUCED TO TBD KNOTS BELOW FINAL APPROACH SPEED, 2 COMPLETE LOSS OF AERODYNAMIC DIRECTIONAL CONTROL. 3 'READY-NWS' ANNUNCIATOR ADVISORY LIGHT ILLUMINATED 'BLUE'. I2						



E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
15.2.3.003.00	CONT	MAINTAIN DIRECTIONAL CONTROL USING CONTROL STICK & RUD PEDS		2		1		
15.2.3.006.00	2	POSITION SPEED BRAKES SWITCH TO 'IN'	1 2					
15.3.1.001.00	2	SET STEER MODE CONTROL SWITCH TO 'TAXI'	1 2					
15.3.1.002.00	15	DEPRESS MIC SW DN THROTTLES TO CONTACT GROUND CNTRL FOR TAXI	1 2					
15.3.1.003.00	2	POSITION LANDING LIGHT SWITCH TO 'TAXI-OFF' AS NECESSARY	1 2					
15.3.1.004.00	2	POSITION FLAP HANDLE TO 'TO' SETTING	1 2					
15.3.1.005.00	2	POSITION FLR RADAR FUNCTION SWITCH TO 'STANDBY'	1 2					
15.3.1.006.00	2	SET RADAR ALTIMETER ROTARY MODE CONTROL TO 'OFF'	1 2					
15.3.1.007.00	2	POSITION DOPPLER RADAR POWER SWITCH TO 'OFF'	1 2					
15.3.1.008.00	IND	MANIPULATE RUDDER PEDALS TO TURN ONTO TAXI STRIP	1 2					
15.3.1.009.00	IND	MODULATE THROTTLES AS REQUIRED TO TAXI	1 2					
15.3.2.001.00	6	INSERT EJECTION HANDLE SAFETY PINS	1 2					
15.3.2.002.00	IND	MANIPULATE RUDDER PEDALS TO TURN INTO PARKING POSITION	1 2					

1 NOTE RUNWAY MISALIGNMENT.  
2 ALIGNMENT CORRECTION AS REQUIRED.  
12

1 SPEED BRAKE SWITCH POSITIONED TO 'RETRACT', SPDILR  
2 POSITION INDICATORS ARE BLANKED.  
1

1 READY TO TURN ONTO TAXI STRIP.  
12

1 AIR VEHICLE CLEAR OF RUNWAY. INTENT TO TRANSMIT FOR TAXI  
2 INSTRUCTIONS.  
1

1 CONDITION OF EXTERNAL LIGHT.  
1

1 FLAPS POSITIONED TO T.O. SETTING.  
1

1 COMPLETE TAXI INSTRUCTIONS.  
2  
1

1 INTENT TO CONTROL TAXI SPEED.  
2 TAXI SPEED CONTROLLED.  
12

1 FACILITIES AND PROCEDURES FOR PARKING ARE DEPENDENT ON  
2 CIRCUMSTANCES AT RECOVERY BASE.  
1

1 PARKING AREA IDENTIFIED.  
2 GROUND OBSERVER (GD) TAKES OVER BY GIVING DIRECTIONS.



E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATION	*TE#
15.4.2.001.00	POSITION FLR PHOTO TOGGLE SWITCH TO 'OFF.'	1				12			
15.4.2.002.00	POSITION RADAR FUNCTION ROTARY SWITCH TO 'OFF.'	1							
15.4.2.003.00	POSITION EVS VIDEO SELECT SWITCH TO 'OFF.'	1							
15.4.2.005.00	POSITION FLIR MODE SELECT ROTARY SWITCH TO 'OFF.'	1							
15.4.2.006.00	SET BOMB TIMER KNOB TO 'OFF.'	1							
15.4.2.007.00	CHECK THAT ALL SWITCHES ON SMS PANEL ARE 'OFF.' NORM, OR SAFE	CONT				1			
15.4.2.007.C1	CHECK THAT ALL NUCLEAR ARMING SWITCHES ARE 'SAFE'	5							
15.4.2.007.02	CHECK CONV ARMING SW IN SAFE AND FWD-REV SW IN NORM	5							
15.4.2.007.03	CHECK ST PWR SW IS IN OFF AND JETT SW IS IN NORM	5							
15.4.2.008.00	CHECK ALL STATION LOGIC UNIT SWITCHES TO 'DISABLE'	5							
15.4.2.009.00	SET INS #1 & INS #2 SWITCHES ON AUX PANEL TO 'DISABLE'	2							
15.4.2.010.00	POSITION GEN NAV & WPNS DEL ACU SWITCHES TO 'DISABLE'	2							
15.4.2.011.00	SET CONSOLE LIGHTS TO 'OFF.'	4							
15.4.3.001.00	VERIFY CSD DECOUPLE SWS FOR GENS 1 & 2 ARE IN 'NORMAL' POSN	4							
15.4.3.002.00	VERIFY NO 1 AND NO 2 GENERATOR SWITCHES ARE 'ON'	4							
15.4.3.003.00	SET BATT LEVER-LOCK SWITCH ON ELEC PANEL TO 'AUTO-ON' POSN	2							
15.4.3.004.00	VERIFY LEFT ADS ROTARY CONTROL ON APU PANEL IS IN 'BOTH'	6							

1 TASK 15.4.2 IS ACCOMPLISHED CURRENTLY, WITH PREVIOUS FLIGHT  
2 STATION SHUTDOWN CHECKLIST TASK 15.4.1.

1 T.E. SUBDIVIDED INTO 3 SUBTASK ELEMENTS.

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E#	E.ID	TIME	*ACTION-VERB	*CED	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
15.4.3.005.00	VERIFY ECS SPLY SWITCH FOR L APU ON APU PANEL IS 'ON'	6							
15.4.3.006.00	MOMENTARILY PRESS LEFT APU SWITCH TO 'START' POSITION	5			23	45	1		
15.4.3.007.00	MOVE VOLTAGE-FREQ SW TO GEN NO 1 AND THEN NO 2 AND MONITOR	15	1 GO SIGNALS AREA IS CLEAR. 2 SWITCH RETURNS TO 'RUN' POSITION AND L APU GREEN LIGHT 3 COMES ON AFTER 8 TO 10 SECONDS. 4 APU START SEQUENCE IS AUTOMATIC. CSD AND GENERATORS WILL BE 5 SWITCHED IN WHEN APU REACHES 95 PERCENT RPM.						
15.4.3.008.00	MONITOR L APU EXH TEMPERATURE	5	1 MONITOR VOLTAGE AND FREQUENCY ON EACH GENERATOR 2 INTERMITTENTLY DURING REFUELING OPERATION.						
15.4.4.001.00	CHECK AND RECORD ENGINE OIL QUANTITY	20	1 NORMAL EXHAUST TEMP RUNS BETWEEN 500 AND 600 DEGREES C 2 DEPENDING ON OUTPUT LOADING.						
15.4.4.002.00	CHECK AND RECORD TOTAL FUEL QUANTITY	20	1 ENGINE OIL QUANTITY INDICATORS READ NORMAL CONDITIONS AND 2 RECORDED.						
15.4.4.003.00	SET MODE PERCENT MAC SWITCH TO TBD VALUE FOR TAKE-OFF	4	1 FUEL QUANTITY CHECKED AND RECORDED.						
15.4.4.004.00	POSITION ENGINE START-RUN SWITCHES TO 'OFF'	5	1 PERCENT MAC SELECTOR SWITCH POSITIONED TO TBD VALUE FOR 2 TAKE-OFF.						
15.4.5.001.00	ACTUATE CREW MODULE ENTRY DOOR HANDLE TO 'OPEN' & LATCHED	4	1 CREW READY TO EGRESS AIR VEHICLE. 2 CREW ENTRY DOOR HANDLE SET TO 'OPEN' AND LATCHED.		2		1		
15.4.5.002.00	POSITION ENTRY LADDER CONTROL SWITCH TO 'DN'	2	1 CREW READY TO EGRESS AIR VEHICLE, CREW ENTRY DOOR OPEN AND 2 LOCKED. 3 ENTRY LADDER CONTROL SWITCH POSITIONED TO 'DN', ENTRY 4 LADDER DEPLOYS.		34		12		

E.ID

16.1.1.001.00

SET TANK FILL VALVE  
SWS ON GROUND REFUEL  
PANEL TO 'AUTO'

TIME

CONT

\*ACTION-VERB

\*CED

\*COMP-CUE

\*ID

\*INIT-CUE

\*OPERATOR

\*TE#

123456789

1 T.E. SUBDIVIDED INTO TWO SUBTASK ELEMENTS.  
2 POST-FLIGHT REFUELING OPERATIONS ARE INCLUDED AS PART OF  
3 THE CREW TASK ANALYSIS BECAUSE IT IS CONCEIVABLE THAT THE  
4 B-1 CREWMEMBERS WILL HAVE TO BE FAMILIAR WITH FUEL  
5 SERVICING TASKS AT THE POST-STRIKE RECOVERY SITE. SERVICING  
6 ATTENDANTS MAY NOT EXIST. FUEL TRUCK CREW IS EQUIPPED WITH  
7 HARDLINE COMMUNICATIONS AND PLUGGED INTO A-V INTERCOM  
8 SYSTEM AT RIGHT ENGINE NACELLE. P AND CP ARE CONNECTED WITH  
9 A-V INTERCOM SYSTEM. P AT FLT STAT & CP IN CREW ENTRYWAY.  
12

16.1.1.001.01

SET TANK FILL VALVE  
SWS FOR TK 1 TK 4  
AND TK 2 TO 'AUTO'

5

1 A-V AND FUEL TRUCKS OR BLADDER TANKS ARE IN POSITION AND  
2 HARDLINE COMMUNICATIONS ARE COMPLETED.  
12

16.1.1.001.02

SET TANK FILL VALVE  
SWS FOR TK 3 WG AND  
ST BAY TO 'AUTO'

5

1 A-V AND FUEL TRUCKS OR BLADDER TANKS ARE IN POSITION AND  
2 HARDLINE COMMUNICATIONS ARE COMPLETED.  
1

16.1.1.002.00

SET MAIN TOGGLE  
SWITCH TO 'OPEN'  
POSITION

5

1 REQUIRED TANK FILL VALVE SWITCHES ARE IN 'AUTO' POSITION.

16.1.1.003.00

SET FILL CONTROL  
ROTARY SELECTOR TO  
'TOTAL' POSITION

5

2 3 1

16.1.1.004.00

ROTATE MODE CONTROL  
TO 'FUEL QUANTITY'  
POSITION

5

1 A-V POWERED UP USING L APU.  
2 GROUND REFUEL PANEL 'POWER ON', LIGHT ILLUMINATES 'WHITE'.  
3 THIS PROVIDES A TOTAL FUEL QUANTITY READOUT.  
1 2

16.1.1.005.00

PUSH TO TEST CG FAIL  
LIGHT ON GROUND  
REFUEL PANEL

4

1 LIGHT ILLUMINATES RED.  
2 THIS IS A LAMP TEST ONLY.  
1 2

16.1.1.006.00

PUSH TO TEST FILL  
VALVE FAIL LIGHT

4

1 LIGHT ILLUMINATES FLASHING 'RED'.  
2 THIS IS A LAMP TEST ONLY.  
123

16.1.2.001.00

VERIFY AND RECORD  
TOTAL FUEL QUANTITY  
ON A V

10

1 TOTAL FUEL QUANTITY RECORDED IN LOG. 'TOT' APPEARS IN  
2 WINDOW OF TOP DIGITAL COUNTER, ALSO FUEL QUANTITY IS  
3 DISPLAYED IN TOP DIGITAL COUNTER.

PAGE 91 E#	E.I.D	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
16.1.2.002.00	SET FILL CONTROL SELECTOR TO MAIN AND RECORD FUEL IN L AND R	10			23	456	1		
			1 2 3 4 5 6						
			TOTAL FUEL QUANTITY HAS BEEN READ AND RECORDED. FILL CONTROL ROTARY SELECTOR POSITIONED TO 'MAIN'. FUEL QUANTITY IN 'L' AND 'R' MAIN TANKS HAS BEEN RECORDED IN LOG 'L' APPEARS IN WINDOW OF TOP DIGITAL COUNTER AND ALSO FUEL QUANTITY. 'R' APPEARS IN WINDOW OF BOTTOM DIGITAL COUNTER, AND ALSO FUEL QUANTITY. 345						
16.1.2.003.00	SET FILL CONTROL TO FUS 1 & 4 AND RECORD FUEL QUANTITIES	10							
			1 2 3 4 5						
			FILL CONTROL ROTARY SELECTOR POSITIONED TO 'FUS 1 & 4'. FUEL QUANTITY IN FUSELAGE 1 & 4 TANK RECORDED. '1' APPEARS IN WINDOW OF TOP DIGITAL COUNTER, AND ALSO FUEL QUANTITY. '4' APPEARS IN WINDOW OF BOTTOM DIGITAL COUNTER, AND ALSO FUEL QUANTITY. 345						
16.1.2.004.00	SET FILL CONTROL TO FUS 2 & 3 AND RECORD FUEL QUANTITIES	10							
			1 2 3 4 5						
			FILL CONTROL ROTARY SELECTOR POSITIONED TO 'FUS 2 & 3'. FUEL QUANTITY IN FUSELAGE TANKS 2 & 3 HAVE BEEN RECORDED. '2' APPEARS IN WINDOW OF TOP DIGITAL COUNTER, AND ALSO FUEL QUANTITY. '3' APPEARS IN WINDOW OF BOTTOM DIGITAL COUNTER, AND ALSO FUEL QUANTITY. 345						
16.1.2.005.00	SET FILL CONTROL TO WG AND RECORD FUEL QUANTITIES	10							
			1 2 3 4 5						
			FILL CONTROL ROTARY SELECTOR POSITIONED TO 'WG'. FUEL QUANTITY IN WING TANKS HAVE BEEN RECORDED. 'L' APPEARS IN WINDOW AT TOP DIGITAL COUNTER, AND ALSO FUEL QUANTITY. 'R' APPEARS IN WINDOW OF BOTTOM DIGITAL COUNTER, AND ALSO FUEL QUANTITY. 12						
16.1.3.001.00	SET FILL CONTROL ROTARY SELECTOR TO 'FUS 1 & 4' POSITION	5							
			1 2						
			'1' APPEARS IN TOP DIGITAL COUNTER AND '4' APPEARS IN BOTTOM DIGITAL COUNTER, AND ALSO TANK FUEL QUANTITIES. 12						
16.1.3.002.00	ROTATE TK1 UP OR DOWN TO MOVE POINTER TO DESIRED AMT OF FUEL	10							
			1 2 3 4 5 6 7 8						
			POINTER ON VERTICAL SCALE READS THE DESIRED QUANTITY OF FUEL FOR FUSELAGE 'TK1'. POINTERS ON VERTICAL SCALES ARE CONTROLLED BY THE THUMB- WHEEL & DISPLAY ONLY THE FUEL QUANTITY FOR EACH TANK. THE DIGITAL COUNTERS NORMALLY DISPLAY THE ACTUAL AMOUNT OF FUEL IN EACH TANK, BUT WHEN THE FILL CONTROL SET TEST PUSHBUTTON IS ACTUATED, THE PRESELECTED FUEL QUANTITY ON THE VERTICAL SCALES WILL BE DISPLAYED ON THE DIGITAL COUNTERS. 12						
16.1.3.003.00	ROTATE TK4 UP OR DOWN TO MOVE POINTER TO DESIRED AMT OF FUEL	10							
			1 2						
			POINTER ON VERTICAL SCALE READS THE DESIRED QUANTITY OF FUEL FOR FUSELAGE 'TK4'. 12						

PAGE 92 E#	E.10	TIME	*ACTION-VERB	*CCD	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
16.1.3.004.00	PUSH FILL CONTROL SET TEST PB TO VERIFY FUEL QTY SELECTION	15			23	1			
			1 REPEAT STEPS 16.1.3.2 & 16.1.3.3 IF NOT CORRECT. 2 SELECTED FUEL QUANTITIES ARE CORRECTLY DISPLAYED ON DIGITAL 3 COUNTERS.						
16.1.3.005.00	SET FILL CONTROL ROTARY SELECTOR TO 'FUS 2 & 3' POSITION	5							
			1 '2' APPEARS IN TOP DIGITAL COUNTER AND '3' APPEARS IN 2 BOTTOM DIGITAL COUNTER ALONG WITH ACTUAL TANK FUEL QTY.						
16.1.3.006.00	ROTATE TK2 UP OR DOWN TO MOVE POINTER TO DESIRED AMT OF FUEL	10							
			1 SEE REMARKS UNDER TASK ELEMENT 16.1.3.2. 2 POINTER ON VERTICAL SCALE READS THE DESIRED QUANTITY OF 3 FUEL FOR FUSELAGE 'TK2'.						
16.1.3.007.00	ROTATE TK3 UP OR DOWN TO MOVE POINTER TO DESIRED AMT OF FUEL	10							
			1 SEE REMARKS UNDER TASK ELEMENT 16.1.3.2. 2 POINTER ON VERTICAL SCALE READS THE DESIRED QUANTITY OF 3 FUEL FOR FUSELAGE 'TK3'.						
16.1.3.008.00	PUSH FILL CONTROL SET TEST PB TO VERIFY FUEL QTY SELECTION	5							
			1 SELECTED FUEL QTY'S ARE CORRECTLY DISPLAYED ON DIGITAL CNTS. 2 REPEAT STEPS 16.1.3.6B & 16.1.3.7B IF NOT CORRECT. NOTE: 3 FUEL QUANTITY FOR TANKS 1 & 4, & 2 & 3 CAN ALSO BE SELECTED 4 WITHOUT REFERENCE TO THE VERTICAL SCALES. THIS IS 5 ACCOMPLISHED BY SIMULTANEOUSLY OPERATING A THUMBWHEEL WHILE 6 PUSHING THE FILL CONTROL SET TEST PB AND MONITORING THE 7 APPROPRIATE DIGITAL COUNTER. DURING THIS OPERATION, THE 8 POSITION OF THE FILL CONTROL MUST BE SET (FUS 1 & 4 OR FUS 9 2 & 3) CORRESPONDING TO THE TANK THUMBWHEEL BEING OPERATED.						
16.1.3.009.00	VERIFY BY ICS THAT EACH MAN IS READY TO BEGIN REFUELING	30							
			1 FIRE EXTINGUISHERS AND BARRIERS ARE IN PLACE, IF AVAILABLE. 2 FUEL SERVICING HOSES ARE PROPERLY LAID AND SERVICING 3 NOZZLES ARE GROUND AND CONNECTED TO A/V SERVICING RCEPTS. 4 APU AND ECS ARE OPERATING WITHIN PRESCRIBED LIMITS. 5 MINIMUM CREW FOR REFUELING CONSISTS OF 3 PERSONNEL. FOR 6 THIS PARTICULAR ANALYSIS THE PILOT IS THE SUPERVISOR, THE 7 COPILOT IS THE GROUND REFUEL PANEL OPERATOR AND THE FUEL 8 TANK TRUCK OPERATOR (GO) IS THE MONITOR AT THE REFUELING 9 RECEPTACLE AND SERVICING INTERFACE.						
16.2.1.001.00	SET MODE CONTROL ROTARY SELECTOR TO 'REFUEL' POSITION	5							



PAGE 93	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
16.2.1.002.00	SET FILL CONTROL TO ROTARY SELECTOR TO 'TOTAL' POSITION	5			23	4	1		
			1 INTENT TO MONITOR FUEL FLOW INTO A/V TANKS. 2 FILL CONTROL SET AT 'TOTAL' POSITION. 'TOT' APPEARS IN WINDOW OF TOP DIGITAL COUNTER AND ALSO ONBOARD FUEL QTY. 3 THIS STEP MAY BE PERFORMED AFTER INITIATION OF FUEL FLOW. 4						
16.2.1.003.00	REQUEST FUEL TANK TRUCK OPERATOR TO START FUEL FLOW	IND							
			1 FUEL TANK TRUCK/BLADDER OPERATOR ACKNOWLEDGES. 2 FUEL TANK TRUCK OPERATOR STARTS FUEL FLOW AT TRUCK AND OPENS VALVES AT SERVICING NOZZLES. 3 56789 12						
16.2.1.004.00	MONITOR FUEL QTY ON DIGITAL COUNTERS AT GROUND REFUEL PANEL	CONT							
			1 TOP DIGITAL COUNTER BEGINS INCREASING IN VALUE AS FUEL IS PUMPED INTO A/V. 2 FUEL FLOW AS REGISTERED ON THE DIGITAL COUNTERS STOPS AT THE PRESELECTED TOTAL FUEL QUANTITY. 3 THE PRESELECTED TOTAL FUEL QUANTITY. 4 THE GROUND REFUEL PANEL OPERATOR CAN MONITOR (AS DESIRED) THE FILLING OF THE VARIOUS A/V TANKS BY ROTATING THE FILL CONTROL ROTARY CONTROL FROM 'TOTAL' POSITION TO THE INDIVIDUAL TANK POSITIONS AND MONITOR FLOW (QUANTITY) ON THE APPROPRIATE DIGITAL COUNTERS. 5 23 45678 1						
16.2.1.005.00	PUSH FILL CONTROL SET TEST PB TO VERIFY FUEL PUMPED ONBOARD	15							
			1 FUEL FLOW HAS STOPPED. 2 PRE-SELECTED QUANTITY OF FUEL AGREES WITH TOT ON-BOARD FUEL QUANTITY PREVIOUSLY REGISTERED ON THE DIGITAL COUNTERS. 3 AFTER VERIFYING THAT THE ON-BOARD FUEL QUANTITY AGREES WITH THE DESIRED(PRE-SELECTED) FUEL QUANTITY, FUEL FLOW FROM THE FUEL TANKER TRUCK IS STOPPED BY THE FUEL TANKER TRUCK OPERATOR ON COMMAND (VIA INTERCOM) FROM THE GROUND REFUEL PANEL OPERATOR. 4 2 1						
16.2.2.001.00	SET TANK FILL VALVES SWS EXCEPT MAIN TANKS TO CLOSE POSITION	CONT							
			1 INITIAL TOT FUEL QUANTITY VERIFICATION HAS BEEN COMPLETED. 2 T.E. SUBDIVIDED INTO TWO SUBTASK ELEMENTS.						
16.2.2.001.01	SET TANK FILL VALVE SWS FOR TK 1 TK 4 AND TK 2 TO 'AUTO'	6							
16.2.2.001.02	SET TANK FILL VALVE SWS FOR TK 3 W&G AND ST BAY TO 'CLOSE'	6							
16.2.2.002.00	CHECK THAT MAIN LEVER LOCK SWITCH IS IN OPEN POSITION	3							
16.2.2.003.00	SET MODE CONTROL ROTARY SELECTOR TO 'FUEL QUANTITY' POSITION	5							

E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
16.3.1.001.00	SET FILL CONTROL SELECTOR TO MAIN AND RECORD FUEL IN L AND R	10			123				
			1 2 3	'L' APPEARS IN WINDOW OF TOP DIGITAL COUNTER ALONG WITH FUEL QUANTITY. 'R' APPEARS IN WINDOW OF BOTTOM DIGITAL COUNTER ALONG WITH FUEL QUANTITY.					
16.3.1.002.00	SET FILL CONTROL TO FUS 1 & 4 AND RECORD FUEL QUANTITIES	10							
			1 2 3 4 5 6 7 8	'1' APPEARS IN WINDOW OF TOP DIGITAL COUNTER ALONG WITH FUEL QUANTITY. '4' APPEARS IN WINDOW OF BOTTOM DIGITAL COUNTER ALONG WITH FUEL QUANTITY. ACTUAL QUANTITY OF FUEL IN TANKS 1 & 4 CAN BE COMPARED WITH PRESELECTED QUANTITY BY PUSHING THE FILL CONTROL SET TEST PUSHBUTTON AND OBSERVING THE DIGITAL COUNTERS. WHEN BUTTON IS PUSHED, THE PRESELECTED QUANTITY IS DISPLAYED; WHEN RELEASED, ACTUAL QUANTITY IS DISPLAYED.					
16.3.1.003.00	SET FILL CONTROL TO FUS 2 & 3 AND RECORD FUEL QUANTITIES	10							
			1 2 3 4 5	'1' APPEARS IN WINDOW OF TOP DIGITAL COUNTER, ALONG WITH FUEL QUANTITY. '3' APPEARS IN WINDOW OF BOTTOM DIGITAL COUNTER ALONG WITH FUEL QUANTITY. COMPARE ACTUAL QUANTITY WITH PRESELECTED QUANTITY. SEE REMARKS FOR T.E. 16.3.1.28.					
16.3.1.004.00	SET FILL CONTROL TO WG AND RECORD FUEL QUANTITIES	10							
			1 2 3 4 5	'1' APPEARS IN WINDOW OF TOP DIGITAL COUNTER, ALONG WITH FUEL QUANTITY. 'R' APPEARS IN WINDOW OF BOTTOM DIGITAL COUNTER ALONG WITH FUEL QUANTITY. SEE REMARKS FOR T.E. 16.3.1.28.					
16.3.1.005.00	SET MODE CONTROL ROTARY SELECTOR TO 'OFF' POSITION	5							
			1	QUANTITY OF FUEL UPLOADED AND VERIFIED.					
16.3.2.001.00	CHECK THAT SERVICING NOZZLES & GROUNDING CABLES ARE STOWED	20							
16.3.2.002.00	CHECK THAT A-V SERVICING ADAPTER COVERS ARE REPLACED	15							
16.3.2.003.00	CHECK THAT GO INTERCOM CABLES ARE DISCONNECTED AND STOWED	15							
16.3.2.004.00	CHECK THAT FUEL TANKER TRUCK CLEAR OF AIR VEHICLE	10							
16.3.2.005.00	CHECK THAT AIR VEHICLE GROUNDING CABLES ARE DISCONNECTED	10							

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E#

E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*IO	*INIT-CUE	*OPERATOR	*TE#
16.4.1.001.00	CONT	CHECK STATUS OF A-V IF CONDITIONS AND TIME PERMIT		456	7	123		
			1					REFUELING IS COMPLETE AND FOLLOWING CONDITIONS EXIST: FORM 781 CHECKED, WHEEL CHOCKS IN PLACE, LANDING GEAR SAFETY LOCKS IN PLACE, AND FIRE EXTINGUISHERS AVAILABLE.
			2					FOLLOWING ITEMS CHECKED & ACCEPTABLE FOR FLIGHT: INTERIOR AND WINDSHIELDS FOR CLEANLINESS, FUEL QUANTITY REQUIRED, HYDRAULIC FLUID QUANTITY, AND HYDRAULIC PRESSURE.
			3					T.E. SUBDIVIDED INTO THREE SUBTASK ELEMENTS.
16.4.1.001.01	60	CHECK FUEL QUANTITY ONBOARD AIR VEHICLE						1
			1					REFUELING IS COMPLETE AND FORM 781 CHECKED.
			2					FUEL QUANTITY REQUIRED IS ONBOARD AIR VEHICLE.
16.4.1.001.02	60	CHECK WINDSHIELD AND WINDOWS FOR CLEANLINESS						12
			1					BOTH INTERIOR AND EXTERIOR OF WINDSHIELDS, SIDE WINDOWS, AND UPPER WINDOWS SHOULD BE CHECKED FOR CLEANLINESS.
16.4.1.001.03	60	CHECK HYDRAULIC QUANTITY AND PRESSURE INDICATORS						12
			1					THE HYDRAULIC FLUID AND PRESSURE SHOULD BE ACCEPTABLE FOR FLIGHT.
16.4.1.002.00	120	VISUALLY INSPECT EXTERIOR OF FORWARD FUSELAGE						567
			1					FOLLOWING ITEMS HAVE BEEN CHECKED: PITOT STATIC TUBE, SIDE MOUNTED PITOT TUBES, FORWARD RADOME, TOTAL TEMPERATURE PROBES, CANNAROS, ANGLE OF ATTACK VANES AND CENTRAL AVIONICS BAY DOORS.
			2					ONE MAN ON EACH SIDE OF A-V ON GROUND VISUALLY INSPECTING FOR DAMAGE, FLUID LEAKAGE, FOREIGN MATERIAL, AND DOORS, COVERS, AND PANELS FOR SECURITY.
16.4.1.003.00	120	VISUALLY INSPECT NOSE LANDING GEAR AND ASSOCIATED EQUIPMENT						56 1234
			1					FOLLOWING ITEMS HAVE BEEN CHECKED: NOSE GEAR TIRES FOR INFLATION & DAMAGE, NOSE STRUT FAIRING, NOSE WHEEL STRUT EXTENSION, TAXI LIGHTS AND ALERT START PANEL AND NOSE WHEEL MAIN DOORS.
			2					INSPECTION WILL CONSIST OF LOOKING FOR DAMAGE, FLUID LEAKAGE, FOREIGN MATERIAL & SECURITY OF EQUIPMENT.
16.4.1.004.00	30	VISUALLY INSPECT CREW ENTRYWAY EQUIPMENT						12 345
			1					FOLLOWING ITEMS HAVE BEEN CHECKED: CREW ENTRY DOOR-LADDER, OLOGS SYSTEM PRESSURE.
			2					VISUAL CHECK OF OXYGEN SYSTEM PRESSURE GAGES, INCLUDING FOREIGN MATERIAL, DOORS, PANELS, COVERS FOR DAMAGE AND SECURITY.

E-ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
16.4.1.005.00	90	VISUALLY INSPECT GENERAL AREA OF FWD & INTMD FUS & WPNS BAYS		12	34			
16.4.1.006.00	180	VISUALLY INSPECT LH & RH WING CARRY THRU AREAS AND WINGS		1234 567				
16.4.1.007.00	60	VISUALLY INSPECT ENGINE EXHAUST DUCTS		1	234			
16.4.1.008.00	60	VISUALLY INSPECT EXTERIOR OF L AND R NACELLES		12 3456				
16.4.1.009.00	60	VISUALLY INSPECT ENGINE AIR INLET DUCTS		123				
16.4.1.010.00	180	VISUALLY INSPECT MLG AND ASSOCIATED EQUIPMENT		12 345				

1 FOLLOWING ITEMS HAVE BEEN CHECKED: WEAPONS BAYS DOORS AND  
2 MANUAL HANDLES EXTERNAL SURFACE WING GLOVES.  
3 VISUAL CHECK FOR DAMAGE, FLUID LEAKAGE AND FOREIGN MATERIAL  
4 CHECK DOORS, COVERS, AND PANELS FOR SECURITY.  
567

1 FOLLOWING ITEMS HAVE BEEN CHECKED: WING CARRY THRU AREA,  
2 WINGS-GENERAL EXTERIOR AREAS, SUPPLEMENTAL POSITION AND  
3 ANTI-COLLISION STROBE LIGHTS, WING SLATS, WING TIP LIGHTS,  
4 FUEL JETTISON PORTS, AND WING FLAPS.  
5 VISUAL CHECK FOR DAMAGE, FLUID LEAKAGE, FOREIGN MATERIAL.  
6 CHECK DOORS, PLATES, COVERS, FAIRINGS FOR SECURITY (OSO  
7 INSPECTS R SIDE AND COPILOT INSPECTS L SIDE DF A-V).  
1 234

1 EXHAUST DUCTS ON ALL 4 ENGINES HAVE BEEN CHECKED.  
2 ENGINE EXHAUST DUCTS ARE CHECKED VISUALLY FOR FLUID LEAKAGE  
3 FOREIGN MATERIAL AND GENERAL CONDITION. (OSO INSPECTS  
4 ENGINES IN R NACELLE & COPILOT THE L NACELLE ENGINES).  
12 3456

1 NACELLE EXTERIOR SURFACES HAVE BEEN CHECKED AND FOUND  
2 ACCEPTABLE.  
3 VISUAL CHECK FOR EXTERIOR DAMAGE, FLUID LEAKAGE, AND  
4 FOREIGN MATERIAL. CHECK DOORS, COVERS & PANELS FOR DAMAGE  
5 AND SECURITY (OSO INSPECTS R NACELLE & COPILOT THE L  
6 NACELLE).  
123

1 ENGINE AIR INLET DUCTS ARE CHECKED FOR FOREIGN MATERIALS  
2 AND GENERAL CONDITION. (OSO INSPECTS R NACELLE AND COPILOT  
3 INSPECTS L NACELLE ENGINE INLETS).  
12 345

1 FOLLOWING ITEMS HAVE BEEN CHECKED: STRUTS, LINKAGE, AXLE  
2 BEAM POSITIONER, BRAKES AND TIRES.  
3 VISUAL CHECK FOR EXTERIOR DAMAGE, STRUT, TIRE, AND AXLE  
4 BEAM INFLATION; ALSO CHECK FOR FLUID LEAKAGE, FOREIGN  
5 MATERIAL AND SECURITY OF EQUIPMENT.

PAGE 97	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
16.4.1.011.00	VISUALLY INSPECT EXTERIOR OF AFT INTERMEDIATE FUSELAGE	120			1234	5678			
			1 2 3 4 5 6 7 8						
			FOLLOWING ITEMS HAVE BEEN CHECKED: AFT INTERMEDIATE FUSELAGE EXTERIOR, AFT FUSELAGE EXTERIOR, FUEL SYSTEM OVERBOARD VENT, AFT RADOME VERTICAL STABILIZER, UPPER AND LOWER RUDDERS.						
			5 VISUAL CHECK FOR EXTERIOR DAMAGE, FLUID LEAKAGE, AND FOREIGN MATERIAL; ALSO CHECK SECURITY OF DOORS, COVERS, AND FAIRINGS. (THIS INSPECTION WILL HAVE TO BE CONDUCTED FROM THE GROUND).						
20.1.1.001.00	SET ENGINE START SWITCH TO 'OFF'	3							
			1						
			GROUND OBSERVER WILL NOTIFY PILOT OF INTERNAL ENGINE FIRE. IF ASSOCIATED APU IS NOT RUNNING, PROCEED TO 18.1.1.2. IF APU IN ASSOCIATED NACELLE IS RUNNING, CONTINUE WITH DRY MOTORING PROCEDURE, 18.1.1.5.						
20.1.1.002.00	SET ADS COUPLE SWITCH TO 'DISEN'	3							
20.1.1.003.00	SET APU MODE SW FOR REQD APU TO START AND RELEASE TO RUN	3							
			12						
20.1.1.004.00	CHECK APPROPRIATE APU ECS SUPPLY SWITCH TO 'ECS SPLY'	2							
20.1.1.005.00	DEPRESS ENGINE FIRE SWITCHLIGHT FOR AFFECTED ENGINE	2							
			1 2						
			GREEN RUN LIGHT SHOULD BE VERIFIED ON AFTER APPROXIMATELY 10 SECONDS.						
20.1.1.006.00	SET ENGINE IGNITION SWITCH TO 'OFF'								
20.1.1.007.00	HOLD ALTERNATE THROTTLE SW FOR AFFECTED ENG IN DECR POSITION								
20.1.1.008.00	SET ENG START SW TO START MOMENTARILY AND RELEASE TO RUN	3							
20.1.1.009.00	RELEASE ALTERNATE THROTTLE SWITCH ON AFFECTED ENGINE	1							
			12						
20.1.1.010.00	SET ENGINE START SWITCH TO 'OFF'								
20.1.1.011.00	ABANDON THE AIR VEHICLE	3							
			1 2						
			MOTOR ENGINE FOR A MINIMUM OF 30 SECONDS. WHEN FIRE IS OUT (VERIFIED BY GROUND CREW), PROCEED WITH 20.1.1.10.						
			1						
			IF FIRE PERSISTS OR APU IS NOT AVAILABLE.						

PAGE 98 E#	E.ID	TIME	*ACTION-VERB	*CED	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.1.2.001.00	DEPRESS ENGINE FIRE SWITCHLIGHT FOR AFFECTED ENGINE	2							
20.1.2.002.00	SET AGENT DISCH SWITCH TO MAIN FOR AFFECTED ENGINE	3				123			
20.1.2.003.00	SET ENGINE START SWITCH TO OFF FOR AFFECTED ENGINE	3							
20.1.2.004.00	DEPRESS MASTER AUDIO CUTOUT PUSHBUTTON	2							
20.1.2.005.00	ALERT TOWER OF EMERGENCY	3							
20.1.2.006.00	SET AGENT DISCH SWITCH TO RES FOR AFFECTED ENGINE	3							
20.1.2.007.00	STOP THE AIR VEHICLE								
20.1.2.008.00	SET PARKING BRAKES ON AIR VEHICLE								
20.1.2.009.00	ABANDON THE AIR VEHICLE								
20.1.3.001.00	DEPRESS APU FIRE SWITCHLIGHT FOR AFFECTED APU	2							
20.1.3.002.00	SET AGENT DISCH SWITCH TO MAIN FOR AFFECTED APU	3				123			
20.1.3.003.00	SET APU MODE SWITCH TO OFF FOR AFFECTED APU	3							
20.1.3.004.00	DEPRESS MASTER AUDIO CUTOUT PUSHBUTTON	2							
20.1.3.005.00	ALERT TOWER OF EMERGENCY	3							
20.1.3.006.00	SET AGENT DISCH SWITCH TO RES FOR AFFECTED APU	3							
20.1.3.007.00	STOP THE AIR VEHICLE								
20.1.3.008.00	SET PARKING BRAKES ON AIR VEHICLE								
20.1.3.009.00	ABANDON THE AIR VEHICLE								

1 WAIT APPROXIMATELY 30 SECONDS FOR ENGINE FIRE SWITCHLIGHT  
TO GO OUT BEFORE DISCHARGING RESERVE AGENT SUPPLY UNLESS  
2 THERE ARE OTHER INDICATIONS FIRE STILL EXISTS.  
3

1 IF ENG FIRE SWITCHLIGHT REMAINS ILLUMINATED AFTER 30 SECS.  
1 IF FIRE PERSISTS.  
1 IF FIRE PERSISTS.  
1 IF FIRE PERSISTS.

1 WAIT APPROXIMATELY 30 SECONDS FOR APU FIRE SWITCHLIGHT TO  
GO OUT BEFORE DISCHARGING RESERVE AGENT SUPPLY UNLESS THERE  
2 ARE OTHER INDICATIONS FIRE STILL EXISTS.  
3

1 APPROPRIATE GREEN APU RUN LIGHT IS EXTINGUISHED.

1 IF APU FIRE SWITCHLIGHT DOES NOT GO OUT IN 30 SECS.  
1 IF FIRE PERSISTS.  
1 IF FIRE PERSISTS.  
1 IF FIRE PERSISTS.

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E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.1.4.001.00	DEPRESS MASTER	2							
20.1.4.002.00	CAUTION SWITCHLIGHT DETERMINE WHICH FIRE DETR LOOP LIGHTS ARE ILLUMINATED	CONT				1			
20.1.4.002.01	DETERMINE WHICH ENGINE FIRE DETR LOOP LIGHTS ARE ILLUMINATED	3							
20.1.4.002.02	DETERMINE WHICH APU FIRE DETR LOOP LIGHTS ARE ILLUMINATED	3							
20.1.4.003.00	POSITION AFFECTED DETR SW TO THE NON-ILLUMINATED LOOP LIGHT	CONT				1			
20.1.4.003.01	POSITION AFFECTED DETR SW TO THE NON-ILLUM ENG LOOP LIGHT	3							
20.1.4.003.02	POSITION AFFECTED DETR SW TO THE NON-ILLUM ENG LOOP LIGHT	3							
20.1.4.003.03	POSITION AFFECTED DETR SW TO THE NON-ILLUM APU LOOP LIGHT	3							
20.1.4.003.04	POSITION AFFECTED DETR SW TO THE NON-ILLUM APU LOOP LIGHT	3							
20.1.5.001.00	RETARD THROTTLES TO IDLE								
20.1.5.002.00	SET EMERGENCY BRAKE SWITCH TO 'EMERG'								
20.1.5.003.00	DEPRESS PARKING BRAKE SWITCHLIGHT AND TOE BRAKES								

1 TASK ELEMENT WAS SUBDIVIDED INTO TWO SUBTASK ELEMENTS.

1 TASK ELEMENT WAS SUBDIVIDED INTO TWO SUBTASK ELEMENTS.  
123456

1 SELECTION OF THE NON-ILLUMINATED LOOP A OR LOOP B SWITCH  
2 POSITION EXTINGUISHES THE LOOP LIGHT, ISOLATES THE FAULTY  
3 FIRE DETECTION SYSTEM LOOP AND ENABLES THE REMAINING LOOP  
4 TO DETECT A FIRE. NORMALLY BOTH THE A AND B LOOPS MUST  
5 DETECT A FIRE BEFORE THE CORRESPONDING FIRE WARNING LIGHTS  
6 AND THE AURAL WARNING TONES WILL BE ENERGIZED.

1 NORMAL BRAKING ACTION CAN OCCUR AT ANY TIME DURING TAXI.  
1234

1 WITH EMERG BRAKE SWITCH IN 'EMERG' POSITION THIS SHUTS OFF  
2 THE ANTI-SKID SYSTEM AND ILLUMINATES THE ANTI SKID CAUTION  
3 LIGHT, AND PROVIDES AN AUXILIARY HYDRAULIC POWER SUPPLY  
4 (ACCUMULATORS).



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E#

E ID	TIME	*ACTION-VERB	*CED	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.1.5.003.01		DEPRESS AND HOLD PARKING BRAKE SWITCHLIGHT						
20.1.5.003.02		DEPRESS TOE BRAKES						
20.1.6.001.00		DEPRESS ENG & APU FIRE SWITCHLIGHTS (6)						
20.1.6.002.00		ALERT CREW USING ICS CALL BUTTON						
20.1.6.003.00		SET BATTERY SWITCH TO 'OFF'						
20.1.6.004.00		SET PARKING BRAKES						
20.1.6.005.00		EXIT AIR VEHICLE						
20.2.1.001.00	3	RETARD THROTTLES TO IDLE						
20.2.1.002.00	2	EXTEND SPEED BRAKES						
20.2.1.003.00		APPLY WHEEL BRAKES						
20.2.1.004.00		NOTIFY TOWER AND REQUEST ASSISTANCE IF NEEDED						
20.2.2.001.00	3	RETARD THROTTLES TO IDLE						
20.2.2.002.00	2	EXTEND SPEED BRAKES						
20.2.2.003.00		APPLY WHEEL BRAKES						
20.2.2.004.00		MAINTAIN DIRECTION ON RUNWAY						
20.2.2.005.00	2	DEPRESS ENG FIRE SWITCHLIGHT ON AFFECTED ENGINE						
20.2.2.006.00	3	SET ENGINE START-RUN SWITCH TO OFF FOR AFFECTED ENGINE						
20.2.2.007.00		NOTIFY TOWER AND REQUEST ASSISTANCE IF NEEDED						

12  
1 PARKING BRAKE CONTROL SWITCHLIGHT MUST BE HELD DEPRESSED  
2 WHILE THE TOE BRAKES ARE DEPRESSED.

12  
1 TO THE EXTENT PRACTICAL, THE T.E.S IN 20.1.6 WILL BE  
2 ACCOMPLISHED PRIOR TO EXITING THE AIRCRAFT.

12  
1 BRAKES ARE LOCKED IF TOE OPERATED BRAKES ON THE RUDDER  
2 PEDALS HAVE BEEN DEPRESSED.

1  
1 FAILURE INDICATION IS NOT SPECIFIED.

123  
1 HOT BRAKES WILL USUALLY OCCUR AFTER ANY MAXIMUM BRAKING  
2 EFFORT. IF BRAKE FIRE SHOULD OCCUR ABANDON AIR VEHICLE.  
3 (SEE T.E. NUMBER 20.1.6).

123  
1 LOSS OF POWER ON ENGINE ARBITRARILY ASSUMED TO BE DROP IN  
2 CORE RPM. FAILURE INDICATION COULD BE SEEN AS VARIATION IN  
3 OTHER ENGINE PARAMETERS OR BE HEARD AS ABNORMAL ENG NOISE.

1  
1 A-V DIRECTIONAL CONTROL MAINTAINED ON RUNWAY.

123  
1 HOT BRAKES WILL USUALLY OCCUR AFTER ANY MAXIMUM BRAKING  
2 EFFORT. IF BRAKE FIRE SHOULD OCCUR ABANDON AIR VEHICLE.  
3 (SEE T.E. NUMBER 20.1.6).

E#	E.I.O	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*IO	*INIT-CUE	*OPERATOR	*TE#
20.2.3.001.00	ADVANCE THROTTLES TO MAX POWER	3					123		1 LOSS OF POWER ON ENGINE ARBITRARILY ASSUMED TO BE DROP IN 2 CORE RPM. FAILURE INDICATION COULD BE SEEN AS VARIATION IN 3 OTHER ENGINE PARAMETERS OR BE HEARD AS ABNORMAL ENG NOISE.
20.2.3.002.00	MAINTAIN DIRECTIONAL CONTROL AND BEST CLIMB SPEED								
20.2.3.003.00	RAISE LANDING GEAR HANDLE WHEN AIR VEHICLE SAFELY AIRBORNE	4							
20.2.3.004.00	RAISE FLAPS AS REQUIRED								12
20.2.3.005.00	RAISE SLATS AS REQUIRED								1 PITCH ATTITUDE MAINTAINED SO THAT 8.5 DEGREES ANGLE-OF- 2 ATTACK IS NOT EXCEEDED AS THE FLAPS ARE RETRACTED. 123456
20.2.3.006.00	ADJUST THROTTLES TO MAINTAIN BEST FAILED ENGINE CLIMB SPEED								1 SLATS SHOULD NOT BE RETRACTED UNTIL THE RUDDER REQUIRED TO 2 MAINTAIN DIRECTIONAL CONTROL IS LESS THAN 10 DEGREES. MAX 3 RUDDER AUTHORITY WILL BE REDUCED TO 10 DEGREES AFTER SLAT 4 RETRACTION. IF MORE THAN 10 DEGREES OF RUDDER IS BEING HELD 5 AS THE SLATS RETRACT, RUDDER LIMITING WILL NOT OCCUR UNTIL 6 THE RUDDER DEFLECTION IS REDUCED TO LESS THAN 10 DEGREES.
20.2.3.007.00	DEPRESS ENGINE FIRE SWITCHLIGHT ON	2							
20.2.3.008.00	SET ENGINE START-RUN SWITCH TO OFF ON FAILED ENGINE	3							12345
20.2.3.009.00	PUMP FUEL AS REQUIRED								1 IF THE FAILURE CAN DEFINITELY BE DETERMINED TO BE NON- 2 MECHANICAL IN ORIGIN (SUCH AS FLAMEOUT) DUE TO FUEL 3 STARVATION, INLET TURBULENCE, ICING, WATER INGESTION, ETC 4 AND THE ENGINE APPEARS OTHERWISE NORMAL AN AIR START SHOULD 5 BE ATTEMPTED.
20.2.3.010.00	LAND AS SOON AS PRACTICAL								
20.2.4.001.00	RETARD THROTTLES TO IDLE	3					12345		1 STEPS 1, 4 AND 5 ARE ACCOMPLISHED BY THE PILOT AS RAPIDLY 2 AS POSSIBLE, AND SIMULTANEOUSLY HE COMMANDS THE COPILOT TO 3 PERFORM BOLD FACE ITEMS 2 AND 3 AS RAPIDLY AS POSSIBLE. 4 THEREFORE, THE FIVE BOLD FACE ITEMS WILL BE ACCOMPLISHED 5 ALMOST SIMULTANEOUSLY.
20.2.4.002.00	DEPRESS ENG FIRE SWITCHLIGHT ON	2							
20.2.4.003.00	AFFECTED ENGINE SET AGENT DISCH SWITCH TO MAIN FOR AFFECTED ENGINE	3							
20.2.4.004.00	EXTEND SPEED BRAKES	2							

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E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.2.4.005.00	APPLY WHEEL BRAKES	3							
20.2.4.006.00	SET ENGINE START-RUN SWITCH TO OFF FOR AFFECTED ENGINE	2							
20.2.4.007.00	DEPRESS MASTER AUDIO CUTOFF PUSHBUTTON	3							
20.2.4.008.00	NOTIFY TOWER OF EMERGENCY								
20.2.4.009.00	SET AGENT DISCH SWITCH TO RES FOR AFFECTED ENGINE								
20.2.4.010.00	ABANDON THE AIR VEHICLE								
20.2.4.011.00	SHUTDOWN THE AIR VEHICLE								
20.2.5.001.00	ADVANCE THROTTLES TO MAX POWER	2							
20.2.5.002.00	DEPRESS ENG FIRE SWITCHLIGHT ON AFFECTED ENGINE	3							
20.2.5.003.00	SET AGENT DISCH SWITCH TO MAIN FOR AFFECTED ENGINE								
20.2.5.004.00	SET ENGINE START-RUN SWITCH TO OFF FOR AFFECTED ENGINE								
20.2.5.005.00	MAINTAIN RECOMMENDED BEST ENGINE-OUT CLIMB SPEED								
20.2.5.006.00	RAISE LANDING GEAR HANDLE	4							
20.2.5.007.00	RAISE FLAPS AS REQUIRED								
20.2.5.008.00	RAISE SLATS AS REQUIRED								
20.2.5.009.00	SET SAME AGENT DISCH SWITCH TO RES FOR AFFECTED ENGINE	3							
			1 IF THE ILLUMINATED ENG FIRE SWITCHLIGHT DOES NOT GO OUT 30 SECONDS AFTER MAIN AGENT DISCHARGE.	12					
			1 IF FIRE PERSISTS AND IS CONFIRMED 30 SECONDS AFTER RESERVE AGENT DISCHARGE.	12					
			2 AGENT DISCHARGE.	3					
			3 SEE T.E. NUMBER 20.1.6 ABANDON AIR VEHICLE ON THE GROUND.	1					
			1 IF FIRE IS EXTINGUISHED.						
			1 BEST ENGINE-OUT CLIMB SPEED IS MAINTAINED UNTIL ALL OBSTACLES ARE CLEARED.	12					
			2						
			1 PITCH ATTITUDE MAINTAINED SO THAT 8.5 DEGS ANGLE-OF-ATTACK IS NOT EXCEEDED AS THE FLAPS ARE RETRACTED.	123456					
			2						
			1 SLATS SHOULD NOT BE RETRACTED UNTIL THE RUDDER REQUIRED TO MAINTAIN DIRECTIONAL CONTROL IS LESS THAN 10 DEGREES. MAX RUDDER AUTHORITY WILL BE REDUCED TO 10 DEGREES AFTER SLAT RETRACTION. IF MORE THAN 10 DEGREES OF RUDDER IS BEING HELD AS THE SLATS RETRACT, RUDDER LIMITING WILL NOT OCCUR UNTIL THE RUDDER DEFLECTION IS REDUCED TO LESS THAN 10 DEGREES.	1					
			2						
			1 IF ENG FIRE SWITCHLIGHT IS STILL ILLUMINATED AFTER 30 SECS.						

PAGE	E#	TIME	ACTION-VERB	*CLO	*COMP-CUE	*IO	**INIT-CUE	*OPERATOR	*TE
20.2.5.010.00	3	SET ENG BLEED AIR SWITCH TO OFF FOR AFFECTED ENGINE							
20.2.5.011.00	CONT	OPRESS PREPARE TO EJECT SWITCHLIGHT AND CALL ON ICS							
20.2.5.011.01	2	OPRESS PREPARE TO EJECT SWITCHLIGHT							
20.2.5.011.02	1	CPILOT GIVES *PREPARE TO EJECT* COMMAND ON ICS							
20.2.5.012.00		COMPLETE *BEFORE EJECTION* CHECKLIST							
20.2.5.013.00		ALL CREW MEMBERS EJECT							
20.2.5.014.00		OUMP FUEL AS REQUIRED							
20.2.5.015.00		LANO AS SOON AS POSSIBLE							
20.3.1.001.00	CONT	SET OXYGEN REGULATOR KNOBS TO EMERG							
20.3.1.001.01	5	SET OXYGEN REGULATOR KNOB TO EMERG							
20.3.1.001.02	5	SET OXYGEN REGULATOR KNOB TO EMERG							
20.3.1.001.03	5	SET OXYGEN REGULATOR KNOB TO EMERG							
20.3.1.001.04	5	SET OXYGEN REGULATOR KNOB TO EMERG							
20.3.1.002.00	3	SET CREW RAM AIR SOURCE SWITCH TO RAM							
20.3.1.003.00		OESCEND A-V TO AVIONICS RAM AIR COOLING OPERATIONAL ENVELOPE							
20.3.1.004.00	2	OPRESS MASTER CAUTION SWITCHLIGHT							

E#	E.ID	TIME	*ACTION-VERB	*CLED	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.3.1.005.00	CREW MEMBER STATUS CHECKED	CONT							
20.3.1.005.01	CREW MEMBER STATUS CHECKED	10							
20.3.1.005.02	CREW MEMBER STATUS CHECKED	10							
20.3.1.005.03	CREW MEMBER STATUS CHECKED	10							
20.3.1.005.04	CREW MEMBER STATUS CHECKED	10							
20.3.1.006.00	LAND AS SOON AS PRACTICABLE								
20.3.2.001.00	SET CREW TEMP CONTROL KNOB TO FULL COLD POSITION	3							
20.3.2.002.00	SET CREW TEMP SWITCH TO MAN	3	1	CREW DISCOMFORT BECAUSE OF CABIN OVERHEAT.					
20.3.2.003.00	SET CREW TEMP SWITCH TO OFF	3	1	IF CABIN REMAINS HOT.					
20.3.2.004.00	SET CREW RAM AIR SOURCE MODE SWITCH TO RAM	3	1	IF CABIN OVERHEAT CONTINUES.					
20.3.2.005.00	SET ST AIR SOURCE SWITCH TO OFF	4	1	IMMEDIATELY DESCEND AND DECELERATE UNTIL AIRCRAFT IS WITHIN THE AVIONICS RAM AIR COOLING OPERATIONAL ENVELOPE.					
20.3.2.006.00	SET INTMD AVIONICS AIR SOURCE SWITCH TO RAM	3	1	IF CABIN OVERHEAT CONTINUES.					
20.3.2.007.00	LAND AS SOON AS PRACTICABLE		1	MONITOR FOR AVIONICS OVERHEATING.					
20.3.3.001.00	SET CREW TEMP CONTROL KNOB TO HOT, FULL CW POSITION	3							
20.3.3.002.00	CLOSE AIR OUTLETS	6	1	CREW DISCOMFORT BECAUSE OF CABIN OVERHEAT.					
20.3.3.003.00	SET CREW TEMP SWITCH TO MAN	3	1	AIR OUTLETS INCLUDE CREW SUPPLY, COLD AIR, FOOT WARMER, AND SIDE WINDOW OUTLETS.					
20.3.3.004.00	SET WINDSHIELD HEAT MODE SWITCH TO ALTER DEFOG	3	1	IF CONDITION CONTINUES.					
			1	IF CONDITION CONTINUES.					

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E#

E.ID	TIME	*ACTION-VERB	*CLO	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.3.3.005.00	4	SET ST AIR SOURCE SWITCH TO OFF			234	I		
20.3.3.006.00	3	SET CREW RAM AIR SOURCE MODE SWITCH TO RAM						
20.3.3.007.00	3	SET INTMD AVIONICS AIR SOURCE SWITCH TO RAM						
20.3.3.008.00	2	LAND AS SOON AS PRACTICABLE						
20.3.4.001.00		DEPRESS MASTER CAUTION SWITCHLIGHT						
20.3.4.002.00		SET ALL NON-ESSENTIAL ELECTRICAL EQUIPMENT TO OFF						
20.3.4.003.00		DECELERATE AND DESCEND TO SUBSONIC CRUISE CONDITIONS						
20.3.4.004.00		SET AVIONICS AND CREW AIR SOURCE MODE SWITCH TO RAM						
20.3.4.005.00		TURN ON ELECTRICAL EQUIPMENT						
20.3.4.006.00		LAND AS SOON AS PRACTICABLE						
20.3.5.001.00		ATTACH OXYGEN MASKS						
20.3.5.002.00		SET OXYGEN REGULATOR AT 100 PERCENT						
20.3.5.003.00		PUT ON SMOKE HOODS						
20.3.5.004.00		CHECK SOURCE OF SMOKE FROM AIR OUTLETS OR FROM CONSOLE						

1 IF EXCESSIVE CABIN COOLING CONTINUES.  
2 TO MINIMIZE EQUIPMENT DAMAGE, THE RAM SCOOPS MUST BE  
3 EXTENDED WITHIN 5 MINUTES OF TURNING THE STORES  
4 REFRIGERATION UNIT OFF.  
12

1 IMMEDIATELY DESCEND AND DECELERATE UNTIL AIRCRAFT IS WITHIN  
2 THE AVIONICS RAM AIR COOLING OPERATIONAL ENVELOPE.  
1

1 MONITOR FOR AVIONICS OVERHEATING.

1 ONE OF FIVE AVIONICS COMPT HOT CAUTION LIGHTS FLASHING.  
1

1 IF IN SUPERSONIC FLIGHT TO DECREASE TOTAL TEMPERATURE.  
123 4

1 AVIONICS COMPARTMENT AIR SOURCE MODE SWITCH SET TO RAM AS  
2 APPLICABLE FOR AVIONICS COMPARTMENT CAUTION LIGHT THAT IS  
3 ILLUMINATED.  
4 IF THE OVERHEAT CONDITION CONTINUES.  
12 3

1 ONE SYSTEM AT A TIME IS TURNED ON WHILE MONITORING FOR  
2 OVERHEAT INDICATIONS.  
3 IF EXCESSIVE TEMPERATURE CONDITION IS CORRECTED.

1 SMOKE OR FUMES IN CREW COMPARTMENT.  
1

E#	E-ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*IO	*INIT-CUE	*OPERATOR	*TE#
20.3.5.005.00	SET ENG BLEED AIR SWITCH TO OFF				123456				
20.3.5.006.00	CHECK ALL REMAINING ENG BLEED AIR SWITCHES ARE ON								
20.3.5.007.00	MONITOR AVIONICS COMPART OVERHEAT & CREW COMPART FOR DEPRESS								
20.3.5.008.00	SET ST AIR SOURCE SWITCH TO OFF	3							
20.3.5.009.00	SET CREW RAM AIR SOURCE MODE SWITCH TO RAM	3							
20.3.5.010.00	SET INTRD AVIONICS AIR SOURCE SWITCH TO RAM	3							
20.3.5.011.00	LAND AS SOON AS PRACTICABLE								
20.3.5.012.00	SET ALL NON-ESSENTIAL ELECTRICAL EQUIPMENT TO OFF								
20.3.5.013.00	TURN ON ELECTRICAL EQUIPMENT								
20.3.5.014.00	LAND AS SOON AS PRACTICABLE								

IF SMOKE IS FROM AIR OUTLETS. BY SELECTIVELY CLOSING EACH ENGINE BLEED AIR VALVE AND WAITING 30 SECONDS BEFORE RETURNING THE SWITCH ON WILL ALLOW TIME FOR A CHANGE IN DENSITY OF SMOKE OR FUMES TO BE DETECTABLE IN THE CREW MODULE. THIS IS AN ATTEMPT TO DETERMINE IF AN ENGINE(S) IS THE SOURCE OF SMOKE OR FUMES.

12

1 IF SOURCE OF SMOKE OR FUMES CAN BE ISOLATED TO AN ENGINE  
2 LEAVE ENG BLEED AIR SWITCH ASSOCIATED WITH SMOKE SOURCE OFF  
3 CAUTION: VERIFY ALL REMAINING ENG BLEED AIR SWITCHES ARE ON  
123456789

1 IF ALL ENG BLEED AIR SWITCHES ARE TURNED OFF, TOTAL SYSTEM PRESSURE WILL DECAY AND REFRIGERATION PACKAGES WILL BE INOPERATIVE. THE LACK OF REFRIGERATED AIR MAY LEAD TO EXCESSIVE HEATING OF THE CREW AND AVIONICS COMPARTMENTS. THE LOSS OF BLEED-AIR DUCT PRESSURIZATION MAY RESULT IN DAMAGE TO THE DUCT, PARTICULARLY IN THE BACKBONE ROUTING TUNNEL. AS A CONSEQUENCE, THE DUCT WILL REQUIRE POSTFLIGHT INSPECTION. AT CABIN ALTITUDES ABOVE 42,000 FEET, THE FLIGHT CREW MAY EXPERIENCE HYPOXIA AND DECOMPRESSION.

1234

1 IF SMOKE OR FUMES CONTINUE.  
2 TO MINIMIZE EQUIPMENT DAMAGE, THE RAM SCOOPS MUST BE EXTENDED WITHIN 5 MINUTES OF TURNING THE STORES REFRIGERATION UNIT OFF.

12

1 IMMEDIATELY DESCEND AND DECELERATE UNTIL AIRCRAFT IS WITHIN THE AVIONICS AIR COOLING OPERATIONAL ENVELOPE.

12

1 ALL NON-ESSENTIAL ELECTRICAL EQUIPMENT ASSOCIATED WITH THE SOURCE OF THE SMOKE IS TURNED OFF.

12

1 ONE SYSTEM AT A TIME IS TURNED ON AND A CHECK IS MADE FOR SMOKE OR FUMES UNTIL SOURCE IS DETERMINED.



PAGE107  
E#

E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.3.5.015.00		LAND AS SOON AS POSSIBLE IF SMOKE OR FUMES PERSIST						
20.3.6.001.00		REDUCE AIRSPEED TO 450 KIAS OR LESS BEFORE EJECTION		345		12		
20.3.6.002.00	2	DEPRESS PREPARE TO EJECT SWITCHLIGHT						
20.3.6.003.00		ADVISE CREWMEMBERS						
20.3.6.004.00		TRANSMIT MAYDAY						
20.3.6.005.00		SET OFF MASTER CONTROL KNOB						
20.3.6.006.00		CHECK RESTRAINT HARNESS INERTIAL REEL CONTROL IS LOCKED						
20.3.6.007.00		CHECK OXYGEN MASK AND FITTINGS						
20.3.6.008.00		CHECK SEAT ARMRESTS IN NORMAL HORIZONTAL POSITION						
20.3.7.001.00	3	PULL EJECTION HANDLE						
20.3.8.001.00	2	DEPRESS NORM THROT RESET PUSHBUTTON						
20.3.8.002.00	CONT	SELECT INC OR DECR WITH THE ALTER THROT SW FOR AFFECTED ENG						
20.4.1.001.00	CONT	MAINTAIN AIR VEHICLE ATTITUDE & AIRSPEED WITHIN SAFE LIMITS						
20.4.1.002.00	3	RETARD THROTTLE ON AFFECTED ENGINE TO IDLE						

1 IF TIME PERMITS AFTER DECISION HAS BEEN MADE TO EJECT, COMPLETE THE SUBSEQUENT TASK ELEMENTS.  
2 ATTEMPT TO TURN AIRCRAFT TOWARD AN AREA WHERE INJURY OR DAMAGE TO PROPERTY ON THE GROUND OR WATER IS LEAST LIKELY TO OCCUR.

1 HAVING THE ARMRESTS IN NORMAL HORIZONTAL POSITION WITH CREWMAN'S ARMS IN PLACE ON THEM AT THE TIME EJECTION IS INITIATED WILL GREATLY ASSIST IN ATTENUATING THE HIGH SPINAL 'G' LOADS IMPOSED ON THE CREWMAN DURING THE EJECTION SEQUENCE.  
2 INJURY COULD OCCUR IF THE CREW MEMBER IS NOT IN A FIRM UPRIGHT POSITION WITH HEAD AGAINST HEAD REST AND ARMS ON SEAT ARMRESTS WHEN EJECTION IS INITIATED.  
3 THROTTLE SYSTEM FAILURE WILL BE EVIDENCED BY A LACK OF ENGINE RESPONSE TO THROTTLE MOVEMENT  
1 IF THROTTLE SYSTEM FAILS TO RESPOND, ENGINE OPERATION CAN BE CONTINUED AT THE EXISTING POWER LEVEL AT TIME FAILURE WAS DETECTED OR ENGINE MAY BE SHUT DOWN.

1 LOSS OF POWER ON ENGINE ARBITRARILY ASSUMED TO BE DROP IN CORE RPM. FAILURE INDICATION COULD BE SEEN AS VARIATION IN OTHER ENGINE PARAMETERS OR BE HEARD AS ABNORMAL ENG NOISE.

1 IF ENGINE SHUTDOWN IS REQUIRED.

PAGE108  
E#

\*TE#

\*OPERATOR

\*INIT-CUE

\*ID

\*COMP-CUE

\*C&D

\*ACTION-VERB

TIME

E.ID

20.4.1.003.00

SET ENGINE START  
SWITCH ON AFFECTED  
ENGINE TO OFF

3

123456

- 1 ANY ENGINE FIRE BUTTON WILL PERFORM THE SAME FUNCTION WHEN
- 2 ACTUATED, WHETHER OR NOT THE INTEGRAL FIRE WARNING LIGHT IS
- 3 ILLUMINATED. ANY SWITCH MAY, THEREFORE, BE USED FOR
- 4 EMERGENCY SHUTDOWN OTHER THAN FOR FIRE, BUT THEIR USE MAY
- 5 RESULT IN DAMAGE TO THE ENGINE FUEL PUMP DUE TO PUMP
- 6 CAVITATION AND THEREBY PREVENT SUBSEQUENT ENGINE START.

20.4.1.004.00

ADJUST POWER LEVEL  
RETRIM AIR VEHICLE TO  
MAINTAIN DESIRED FLT  
ATTITUDE AND A-S

20.4.1.006.00

LAND AS SOON AS  
PRACTICABLE

20.4.2.001.00

MAINTAIN AIR VEHICLE  
ATTITUDE & AIRSPEED  
WITHIN SAFE LIMITS

CONT

123

20.4.2.002.00

DEPRESS ENGINE FIRE  
SWITCHLIGHT ON  
AFFECTED ENGINE

2

- 1 LOSS OF POWER ON ENGINE ARBITRARILY ASSUMED TO BE DROP IN
- 2 CORE RPM. FAILURE INDICATION COULD BE SEEN AS VARIATION IN
- 3 OTHER ENGINE PARAMETERS OR BE HEARD AS ABNORMAL ENG NOISE.

123456789

20.4.2.003.00

RETARD THROTTLE ON  
AFFECTED ENGINE TO  
IDLE

3

20.4.2.004.00

SET ENGINE START  
SWITCH ON AFFECTED  
ENGINE TO OFF

3

20.4.2.005.00

ADJUST POWER LEVEL

20.4.2.006.00

RETRIM A-V TO  
MAINTAIN DESIRED  
FLIGHT ATTITUDE AND  
AIRSPEED

20.4.2.007.00

LAND AS SOON AS  
PRACTICABLE

- 1 USE CAUTION TO PREVENT INADVERTENTLY DEPRESSING WRONG ENG
- 2 FIRE BUTTON AND SHUTTING DOWN A GOOD ENGINE. WITH ONE ENG
- 3 FIRE BUTTON IN THE ACTUATED POSITION, ACTUATING A SECOND
- 4 ENG ON THE SAME SIDE OF THE PANEL CENTERLINE WILL
- 5 AUTOMATICALLY RESET THE FIRST BUTTON. IF THE SECOND ENG
- 6 IS ON THE OPPOSITE SIDE, THE FIRST BUTTON CAN ONLY BE RESET
- 7 BY ACTUATING THE CORRESPONDING FIRE BUTTON RESET SLIDE
- 8 BUTTON. HOWEVER, IN EITHER CASE, THE CORRESPONDING ENG
- 9 START SW HAS TO BE CYCLED TO OFF AND THEN START POSITION.

PAGE109 E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.4.3.001.00	MAINTAIN A-V ATT & A-S WITHIN WINDMILLING AIRSTART ENVELOPE	CONT				45678	123		
20.4.3.002.00	MOVE THROTTLE ON AFFECTED ENGINE TO IOLE	3							
20.4.3.003.00	SET ENGINE IGNITION SWITCH TO MANUAL	3							
20.4.3.004.00	SET GENERATOR ON AFFECTED ENGINE TO RESET-OFF	3							
20.4.3.005.00	SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO START	3							
20.4.3.006.00	MONITOR ENG TEMP AND CORE RPM DURING START	CONT							
20.4.3.007.00	SET GENERATOR ON AFFECTED ENGINE TO ON	3							
20.4.3.008.00	SET ENGINE IGNITION SWITCH TO AUTO	3							
20.4.3.009.00	SET POWER LEVEL ON AFFECTED ENGINE AS DESIRED	CONT							
20.4.3.010.00	MOVE THROTTLE ON AFFECTED ENGINE TO IOLE	3							

1	2	3	4	5	6	7	8
LOSS OF POWER ON ENGINE ARBITRARILY ASSUMED TO BE DROP IN CORE RPM. FAILURE INDICATION COULD BE SEEN AS VARIATION IN OTHER ENGINE PARAMETERS OR BE HEARD AS ABNORMAL ENG NOISE. DURING UNASSISTED MULTI-ENGINE AIRSTARTS INVOLVING ENGINE #4, ATTEMPT TO START #4 ENGINE FIRST. WITHOUT THE DRAG OF A PRIMARY GENERATOR, IT HAS THE GREATEST CHANCE OF STARTING. MAINTAINING STABILIZED FLIGHT AND MINIMIZING CONTROL MOVEMENTS REDUCES HYDRAULIC LOADS DURING AIRSTART ATTEMPTS.							

1	2	3
THE REMOVAL OF A GENERATOR CAUSES THE SPECIFIC GEN LIGHT, THE ELEC AMBER LIGHT ON THE CENTER ANNUNCIATOR PANEL AND BOTH MASTER CAUTION AMBER LIGHTS TO ILLUMINATE.		

1	2
USE ENG START-RUN SWITCH ONLY IF ENGINE WAS SHUTDOWN PRIOR TO AIRSTART ATTEMPT.	

1	2	3	4	5
ENGINE ACCELERATION FROM IGNITION TO 50 PERCENT CORE RPM CAN TAKE AS LONG AS 3.5 MINUTES. ENGINE LIGHT-OFF IS CONFIRMED BY OBSERVING A RISE IN ENGINE TEMPERATURE. ACCELERATION OF THE ENGINE DURING THE START SEQUENCE SHOULD BE SMOOTH.				

1	2	3	4	5	6	7
IF ANY OF THE FOLLOWING OCCURS, TERMINATE START ATTEMPT: LIGHT-OFF OCCURS, BUT ENGINE TEMPERATURE RAISES BEYOND THE MAXIMUM LIMIT (760 DEGS C); IF ENGINE HESITATES OR FAILS TO CONTINUE TOWARD IOLE (HUNG START); IF OIL PRESSURE INDICATION IS NOT NORMAL AT STABILIZED IOLE; IF REPEATED UNASSISTED WINDMILLING AIRSTART ATTEMPTS (MAXIMUM OF 3) ARE UNSUCCESSFUL, USE PROCEDURES FOR 'APU ASSISTED AIRSTART'.						

1
IF ENGINE START WAS UNSUCCESSFUL TERMINATE START ATTEMPT.

PAGE	E#	E.I.O	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.4.3.011.00		SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO OFF	3				12			
20.4.3.012.00		SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO START	3				12			
20.4.4.001.00		REDUCE AIRSPEED BELOW 350 KIAS	CONT				45			
20.4.4.002.00		MOVE THROTTLE ON AFFECTED ENGINE TO IDLE	3				123			
20.4.4.003.00		SET ENGINE IGNITION SWITCH TO MANUAL	3							
20.4.4.004.00		SET GENERATOR ON AFFECTED ENGINE TO RESET-OFF	3							
20.4.4.005.00		CHECK WING SWEEP HANDLE AT 45 DEGREES OR LESS	2							
20.4.4.006.00		SET APPLICABLE APU MODE SWITCH TO START	4							
20.4.4.007.00		SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO START	3							
20.4.4.008.00		MONITOR ENG TEMP AND CORE RPM DURING START	CONT							
20.4.4.009.00		SET GENERATOR FOR AFFECTED ENGINE TO ON	3							
20.4.4.010.00		SET ENGINE IGNITION SWITCH TO AUTO	3							

*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
1 FOLLOWING TERMINATION OF AN AIRSTART ATTEMPT, A REATTEMPT AT AIRSTARTING MAY BE MADE.			12			
1 ENGINE START-RUN SWITCH IS POSITIONED TO START, MOMENTARILY THEN TO RUN.			45			
1 LOSS OF POWER ON ENGINE ARBITRARILY ASSUMED TO BE DROP IN CORE RPM. FAILURE INDICATION COULD BE SEEN AS VARIATION IN OTHER ENGINE PARAMETERS OR BE HEARD AS ABNORMAL ENG NOISE. 2 OPERATION OF APU AT AIRSPEEDS IN EXCESS OF 350 KIAS MAY RESULT IN APU EXHAUST OORR FAILURE.						
1 THE REMOVAL OF A GENERATOR CAUSES THE SPECIFIC GEN LIGHT, 2 THE ELEC AMBER LIGHT ON THE CENTER ANNUNCIATOR PANEL AND 3 BOTH MASTER CAUTION AMBER LIGHTS TO ILLUMINATE.						
1 THE APPLICABLE APU MODE SWITCH IS SET TO START MOMENTARILY 2 AND WHEN RELEASED IT WILL GO TO THE RUN POSITION.						
1 THE START SWITCH IS PLACED TO START MOMENTARILY.			12345			
1 ENGINE ACCELERATION SHOULD BE SMOOTH, AND CAN TAKE AS LONG 2 AS 1 MINUTE FROM IGNITION TO 50 PERCENT CORE RPM. 3 ENGINE LIGHT-OFF IS CONFIRMED BY OBSERVING A RISE IN ENGINE 4 TEMPERATURE. ACCELERATION OF THE ENGINE DURING THE START 5 SEQUENCE SHOULD BE SMOOTH.						

PAGE111

E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.4.4.011.00	SET POWER LEVEL ON AFFECTED ENGINE AS DESIRED	CONT				12345			
20.4.4.012.00	SET APPLICABLE APU MODE SWITCH TO OFF	4							
20.4.4.013.00	SET WING SWEEP HANDLE AS DESIRED	2							
20.4.4.014.00	MOVE THROTTLE ON AFFECTED ENGINE TO IDLE	3							
20.4.4.015.00	SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO OFF	3							
20.4.4.016.00	SET ENG START-RUN SWITCH FOR AFFECTED ENGINE TO START	3							
20.4.5.001.00	MAINTAIN A-V ATTITUDE AND AIRSPEED WITHIN SAFE LIMITS	CONT							
20.4.5.002.00	MONITOR ENG TEMP TAPES	CONT							
20.4.5.003.00	MONITOR CORE RPM TAPES	CONT							
20.4.5.004.00	MOVE THROTTLE ON AFFECTED ENGINE TO IDLE	3							
20.4.5.005.00	SET ENG START-RUN SWITCH ON STALLED ENGINE TO OFF	3							

*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
1 IF ANY OF THE FOLLOWING OCCURS, TERMINATE START ATTEMPT: 2 LIGHT-OFF OCCURS BUT ENGINE TEMPERATURE RAISES BEYOND THE 3 MAXIMUM LIMIT (760 DEGS C); IF ENGINE HESITATES OR FAILS TO 4 CONTINUE TOWARD IDLE (HUNG START); IF OIL PRESSURE 5 INDICATION IS NOT NORMAL AT STABILIZED IDLE.			12345			
1 IF ENGINE START WAS UNSUCCESSFUL TERMINATE START ATTEMPT.			12			
1 FOLLOWING TERMINATION OF AN AIRSTART ATTEMPT, A REATTEMPT 2 AT AIRSTARTING MAY BE MADE.			12 345			
1 ENGINE START-RUN SWITCH IS POSITIONED TO START, MOMENTARILY 2 THEN TO RUN. 3 IF AN APU ASSISTED AIRSTART ATTEMPT IS UNSUCCESSFUL DUE TO 4 AN APU AUTOMATIC OVERTEMPERATURE SHUTDOWN, REPEAT AIRSTART 5 ATTEMPT AT A LOWER ALTITUDE.			123			
1 LOSS OF POWER ON ENGINE ARBITRARILY ASSUMED TO BE DROP IN 2 CORE RPM. FAILURE INDICATION COULD BE SEEN AS VARIATION IN 3 OTHER ENGINE PARAMETERS OR BE HEARD AS ABNORMAL ENGINE NOISE.			12			
1 THE STALLED ENGINE WILL SHOW LOSS OF POWER BY AN INCREASE 2 IN ENGINE TEMPERATURE.			123			
1 THE CORE RPM FOR THE AFFECTED ENGINE WILL MOMENTARILY SURGE 2 UPWARD THEN FALL TO A LEVEL BELOW THAT AT WHICH IT STARTED 3 TO RISE.			123			
1 SOME STALLS MAY BE SELF CLEARING, AS WOULD BE INDICATED BY 2 A RAPID RETURN TO IDLE CORE RPM AND NORMAL OPERATING ENGINE 3 TEMP.			1 2			
1 IF STALL DOES NOT CLEAR WITHIN TWO SECONDS. 2 ATTEMPT AN AIRSTART SEE T.E. 20.4.4.						

E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.4.6.001.00	DEPRESS ENGINE FIRE SWITCHLIGHT FOR AFFECTED ENGINE	2			123456789				
			1 2 3 4 5 6 7 8 9						
20.4.6.002.00	SET AGENT DISCH SWITCH TO MAIN FOR AFFECTED ENGINE	3							
			1 2 3 4 5 6						
20.4.6.003.00	SET ENGINE START SWITCH TO OFF FOR AFFECTED ENGINE	3							
			1 2 3 4 5 6						
20.4.6.004.00	MAINTAIN AIR VEHICLE ATTITUDE & AIRSPEED WITHIN SAFE LIMITS	CONT							
20.4.6.005.00	DEPRESS MASTER AUDIO CUTOFF PUSHBUTTON	2							
20.4.6.006.00	SET SAME AGENT DISCH SWITCH TO RES FOR AFFECTED ENGINE	3							
			1 2 3 4 5 6						
20.4.6.007.00	DEPRESS PREPARE TO EJECT SWITCHLIGHT	2							
20.4.6.008.00	ADVISE CREWMEMBERS OF DECISION TO EJECT								
20.4.6.009.00	COMPLETE 'BEFORE EJECTION' CHECKLIST								
			1 2 3 4						
20.4.6.010.00	ALL CREW MEMBERS EJECT	3							
			1 2 3						

1 IMMEDIATE ENG SHUTDOWN BY USE OF THE FIRE BUTTONS TO CUT  
2 OFF FUEL IS CONSIDERED THE SAFEST PROCEDURE AFTER A FIRE  
3 LIGHT IS ILLUMINATED. THE PRACTICE OF DECREASING ENGINE  
4 POWER AND WAITING TO DETERMINE IF THE FIRE LIGHT WILL GO  
5 OUT CAN RESULT IN CONSIDERABLY MORE FIRE DAMAGE WITH AN  
6 INCREASING POTENTIAL FOR EXPLOSIVE REIGNITION.

7 NO ATTEMPT SHOULD BE MADE TO RESTART AN ENG WHICH HAS BEEN  
8 SHUT DOWN DUE TO A FIRE WARNING UNTIL THE CAUSE HAS BEEN  
9 DETERMINED AND APPROPRIATE ACTION TAKEN.

123456

1 MAIN AGENT DISCHARGE LIGHT COMES ON MOMENTARILY.  
2 THE MAIN AND RESERVE FIRE EXTINGUISHING CONTAINERS MAY BE  
3 DISCHARGED IN ANY SEQUENCE; HOWEVER, THE MAIN SHOULD BE  
4 DISCHARGED FIRST TO PROVIDE BETTER KNOWLEDGE AS TO THE  
5 SYSTEM STATUS IN THE EVENT A SECOND DISCHARGE BECOMES  
6 NECESSARY.

123456

1 WAIT APPROXIMATELY 30 SECONDS FOR FIRE LIGHT TO GO OUT  
2 BEFORE DISCHARGING RESERVE SUPPLY AFTER SUCCESSFUL  
3 DISCHARGE OF MAIN SUPPLY OF AGENT, UNLESS THERE ARE OTHER  
4 INDICATIONS THAT FIRE STILL EXISTS. THE FIRE DETECTION  
5 SYSTEM SENSORS ARE HEAT SENSITIVE AND TAKE TIME TO COOL  
6 AFTER THE FIRE IS EXTINGUISHED.

12 34

1 CHECKLIST REFERS TO 'BEFORE EJECTION' CHECKLIST. SEE T.E.  
2 NUMBER 20.3.6.  
3 'BEFORE EJECTION' CHECKLIST SHOULD BE ACCOMPLISHED IF TIME  
4 AND/OR CONDITIONS PERMIT.

123

1 INJURY COULD OCCUR IF THE CREW MEMBER IS NOT IN A FIRM  
2 UPRIGHT POSITION WITH HEAD AGAINST HEAD REST AND ARMS ON  
3 SEAT ARMRESTS WHEN EJECTION IS INITIATED.







PAGE114		E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.4.7.007.00	E#	LAND AS SOON AS PRACTICAL								
20.4.7.008.00		DEPRESS PREPARE TO EJECT SWITCHLIGHT	2							
20.4.7.009.00		ADVISE CREWMEMBERS OF DECISION TO EJECT COMPLETE 'BEFORE EJECTION' CHECKLIST								
20.4.7.010.00										
20.4.7.011.00		ALL CREW MEMBERS EJECT	3							
20.4.8.001.00		MAINTAIN AIR VEHICLE ATTITUDE & AIRSPEED WITHIN SAFE LIMITS	CONT							
20.4.8.002.00		DEPRESS MASTER CAUTION SWITCHLIGHT	2							
20.4.8.003.00		THROTTLE ON AFFECTED ENGINE TO IDLE	3							
20.4.8.004.00		SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO OFF	3							
20.4.8.005.00		ADJUST POWER LEVEL RETRIM A-V TO MAINTAIN DESIRED FLIGHT ATTITUDE AND AIRSPEED								
20.4.8.007.00		LAND AS SOON AS PRACTICAL								
20.4.9.001.00		MAINTAIN AIR VEHICLE ATTITUDE & AIRSPEED WITHIN SAFE LIMITS	CONT							
20.4.9.002.00		THROTTLE ON AFFECTED ENGINE TO IDLE	3							
20.4.9.003.00		DEPRESS MASTER CAUTION SWITCHLIGHT	2							
20.4.9.004.00		SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO OFF	3							
20.4.9.005.00		ADJUST POWER LEVEL								

1 IF IN APPROXIMATELY 30 SECONDS AFTER RES AGENT HAS BEEN DISCHARGED, THERE IS CONFIRMATION THAT THE FIRE HAS BEEN EXTINGUISHED, LAND AS SOON AS PRACTICABLE.

12 34  
CHECKLIST REFERS TO 'BEFORE EJECTION' CHECKLIST. SEE T.E. NUMBER 20.3.6.  
3 'BEFORE EJECTION' CHECKLIST SHOULD BE ACCOMPLISHED IF TIME AND-OR CONDITIONS PERMIT.  
123

1 INJURY COULD OCCUR IF THE CREW MEMBER IS NOT IN A FIRM UPRIGHT POSITION WITH HEAD AGAINST HEAD REST AND ARMS ON SEAT ARMRESTS WHEN EJECTION IS INITIATED.

123  
1 THE OIL PRESS CAUTION LIGHT WILL REMAIN ON AS LONG AS OIL PRESSURE IS BELOW 10 PSI OR OIL QUANTITY IS AT OR BELOW 30 PERCENT LEVEL.

12  
1 IF AFTER RETARDING THROTTLE TO IDLE THE VIB HIGH CAUTION LIGHT DOES NOT GO OUT, SHUT DOWN THE ENGINE.  
12

1 IF AFTER RETARDING THE THROTTLE TO IDLE THE VIB HIGH CAUTION LIGHT DOES NOT GO OUT, SHUT DOWN THE ENGINE.

PAGE115 E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.4.9.006.00	RETRIM A-V TO MAINTAIN DESIRED FLIGHT ATTITUDE AND AIRSPEED								
20.4.9.007.00	LAND AS SOON AS PRACTICABLE								
20.5.1.001.00	DEPRESS MASTER CAUTION SWITCHLIGHT	2							1
20.5.1.002.00	CHECK L AND R MAIN FILL VALVE SWITCHES ARE OPEN	3							
20.5.1.003.00	SET BLST TK ISLN SWITCH TO OPEN	3							
20.5.1.004.00	SET TANKS NO. 2 AND NO. 3 FILL VALVE SWITCHES TO OPEN	4							
20.5.1.005.00	SET TANK NO. 1 TRANSFER PUMP SWITCH TO ON	3							
20.5.1.006.00	SET TANK NO. 2 TRANSFER PUMP SWITCH TO ON	3							
20.5.1.007.00	SET TANK NO. 4 TRANSFER PUMP SWITCH TO ON	3							
20.5.1.008.00	SET TANK NO. 3 TRANSFER PUMP SWITCH TO ON	3							
20.5.1.009.00	SET SELECT TANK SWITCH TO MAIN TANKS	2							
20.5.1.010.00	MONITOR FUEL QUANTITY IN FUEL TANKS NO. 1 AND NO. 4	2							
20.5.1.011.00	SET TANK NO. 3 TRANSFER PUMP SWITCH TO AUTO	3							
20.5.1.012.00	SET TANK NO. 4 TRANSFER PUMP SWITCH TO AUTO	3							
20.5.1.013.00	SET TANK NO. 2 TRANSFER PUMP SWITCH TO AUTO	3							
20.5.1.014.00	SET TANK NO. 1 TRANSFER PUMP SWITCH TO AUTO	3							
20.5.1.015.00	SET TANKS NO. 2 AND NO. 3 FILL VALVE SWITCHES TO AUTO	4							
20.5.1.016.00	SET BLST TK ISLN SWITCH TO AUTO	3							
20.5.2.001.00	DEPRESS MASTER CAUTION SWITCHLIGHT	2							1

1 FUEL COOLING LOOP RETURN FAILURE.

E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE*
20.5.2.002.00	SET FUEL COOLING LOOP RETURN SWITCH TO OPEN	3			123				
20.5.2.003.00	MONITOR OIL HOT CAUTION LIGHTS				23				
20.5.3.001.00	DEPRESS MASTER CAUTION SWITCHLIGHT	2							
20.5.3.002.00	SET FUEL COOLING LOOP CROSSOVER SWITCH TO OPEN	3							
20.5.3.003.00	SET FUEL COOLING LOOP RETURN SWITCH TO OPEN	3							
20.5.3.004.00	REDUCE AIRSPEED BELOW 370 KIAS								
20.5.4.001.00	DEPRESS MASTER CAUTION SWITCHLIGHT	2							
20.5.4.002.00	REDUCE AIRSPEED BELOW 370 KIAS								
20.5.4.003.00	INCREASE FUEL FLOW TO ABOVE 17400 PER HOUR PER NACELLE								
20.5.4.004.00	LAND AS SOON AS PRACTICABLE								
20.5.5.001.00	DEPRESS MASTER CAUTION SWITCHLIGHT	2							

1 FOR ENGINE FUEL FLOWS ABOVE 1800 LBS PER HOUR, THE FUEL COOLING LOOP RETURN SWITCH SHOULD BE PLACED IN THE NORM POSITION. 23 1  
 1 IF CAUTION LIGHT REMAINS ILLUMINATED.  
 2 OIL HOT CAUTION LIGHTS SHOULD BE MONITORED FOR INDICATIONS OF EXCESSIVE OIL TEMPERATURE. 1  
 1 FUEL COOLING LOOP CROSSOVER FAILURE. 1  
 1 IF CAUTION LIGHT REMAINS ILLUMINATED. 12  
 1 AIRSPEED BELOW 370 KIAS ALLOW FUEL COOLING RAM AIR SCOOPS TO REMAIN OPEN. 1  
 1 FUEL COOLING LOOP RAM AIRSCOOP SYSTEM FAILURE. 123  
 1 IF AIRSPEED IS ABOVE 370 KIAS THE LIGHT INDICATES THE SCOOP HAS FAILED OPEN.  
 3 REDUCE AIRSPEED IMMEDIATELY BELDW 370 KIAS. 3456 12  
 1 IF AIRSPEED IS BELOW 370 KIAS THE FUEL COOLING SCOOP HAS FAILED CLOSED.  
 3 PROLONGED FLYING AT FUEL FLOWS BELOW 17400 LBS PER HOUR PER NACELLE MAY LEAD TO HIGH ENGINE OIL TEMPERATURES.  
 5 INCREASED FUEL CONSUMPTION WILL REQUIRE REPLANNING THE REMAINDER OF THE MISSION. 12  
 1 IF FUEL COOLING SCOOPS REMAIN OPEN AFTER TAKE OFF, ABORT THE MISSION AND RETURN TO BASE. 12  
 1 ALL THREE PRIMARY GENERATORS FAILED.  
 2 FUEL SYSTEM OPERATION DURING EMERGENCY GENERATOR OPERATION.

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E#

E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.5.5.002.00		CHECK FUEL TRANSFER PUMP SWITCHES IN AUTO			123			
20.5.5.003.00	8	SET FUEL TRANSFER PUMP SWITCHES TO OFF						
20.5.5.004.00	8	SET FUEL FILL VALVE SWITCHES TO CLDSED						
20.5.5.005.00		SELECTIVELY SET TRANSFER PUMP SWITCH TO ON AND RETURN TO OFF						
20.6.1.001.00	2	DEPRESS MASTER CAUTION SWITCHLIGHT						
20.6.1.002.00	3	SET SWITCH FOR FAILED GENERATOR UNIT TO RESET-OFF AND ON						
20.6.1.003.00	4	SET VOLTAGE-FREQUENCY SELECTOR TO APPLICABLE GENERATOR						
20.6.1.004.00		CONTINUE FLIGHT						

1 THE FUEL CENTER-OFF-GRAVITY MANAGEMENT SYSTEM STILL PROVIDES AUTOMATIC FUEL SEQUENCING AND TRANSFER, BUT ONLY ONE TRANSFER PUMP WILL OPERATE AT A TIME.

1 IF MANUAL CONTROL OF FUEL TRANSFER IS DESIRED.

1 SELECTIVELY TRANSFER FUEL FROM DESIRED TANKS BY MANUALLY POSITIONING THE SELECTED TANK FUEL TRANSFER PUMP SWITCH ON, AND WHEN THE TRANSFER IS COMPLETE RETURNING THE SWITCH TO OFF.

1 ONLY ONE FUEL TRANSFER PUMP CAN BE ON AT ANY GIVEN TIME. IF ATTEMPTS ARE MADE TO MOVE TWO OR MORE SWITCHES TO ON, ALL TRANSFER PUMPS WILL AUTOMATICALLY SHUT OFF. THIS WILL RESULT IN THE STOPPING OF FUEL TRANSFER RESULTING IN POSSIBLE HAZARDOUS CG CONDITIONS.

1 SINGLE GENERATOR FAILURE (GEN NO.1 OR GEN NO.2 OR GEN NO.3).  
GEN NO.1 AND BT NO.1.  
GEN NO.1 AND BT NO.2.  
GEN NO.1 AND BT NO.1 AND BT NO.2.  
GEN NO.2 AND BT NO.1 AND BT NO.2.  
GEN NO.2 AND BT NO.1.  
GEN NO.3 AND BT NO.1.  
GEN NO.3 AND BT NO.2.  
GEN NO.3 AND BT NO.1 AND BT NO.2.

1 IF ONE GENERATOR CAUTION LIGHT IS ON AND THE ASSOCIATED CSD LIGHT IS NOT ILLUMINATED.  
AFTER SETTING SWITCH FOR FAILED GENERATOR UNIT TO RESET-OFF PAUSE FOR A MINIMUM OF ONE SECOND THEN RETURN SWITCH TO ON, THUS COMPLETING THE GENERATOR RESET ATTEMPT.  
IF AFTER THREE ATTEMPTS THE GENERATOR WILL NOT RESET, SET THE FAILED GENERATOR SWITCH TO RESET-OFF.

1 AFTER GENERATOR HAS BEEN RESET SUCCESSFULLY.  
VOLTAGE AND FREQUENCY READINGS ARE FOR PHASE 'A' ONLY.

1 SINGLE GENERATOR FAILURE (GEN NO.1 OR GEN NO.2 OR GEN NO.3).  
GEN NO.1 AND BT NO.2.  
GEN NO.2 AND BT NO.1.  
GEN NO.3 AND BT NO.1.

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E#

E-ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.6.1.005.00		LAND AS SOON AS PRACTICAL			123			
20.6.1.006.00		LAND AS SOON AS POSSIBLE			12			
20.6.2.001.00	2	DEPRESS MASTER CAUTION SWITCHLIGHT				1234567		
20.6.2.002.00	4	SET EMERGENCY GENERATOR SWITCH TO ON						
20.6.2.003.00	4	SET VOLTAGE-FREQUENCY SELECTOR TO THE ESSENTIAL BUS						
20.6.2.004.00	CONT	SET SWITCHES FOR FAILED GENERATORS TO RESET-OFF AND ON						
20.6.2.004.01	3	SET SWITCH FOR #1 FAILED GENERATOR TO RESET-OFF AND ON		34567			12	
20.6.2.004.02	3	SET SWITCH FOR #2 FAILED GENERATOR TO RESET-OFF AND ON						
20.6.2.005.00	3	SET EMERGENCY GENERATOR SWITCH TO AUTO						

*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
1 GEN NO.1 AND BT NO.1. 2 GEN NO.1 AND BT NO.1 AND BT NO.2. 3 GEN NO.2 AND BT NO.1 AND BT NO.2. 12						
1 GEN NO.3 AND BT NO. 2. 2 GEN NO.3 AND BT NO. 1 AND BT NO.2. 1234567						
1 DOUBLE GENERATOR FAILURE( ANY TWO GENERATORS). 2 ANY TWO GENERATORS AND ANY ONE BUS (EXCEPT ESNTL). 3 ANY TWO GENERATORS AND BT NO.1 AND BT NO.2. 4 GEN NO.1 AND GEN NO.2 AND BT NO.1. 5 GEN NO.1 AND GEN NO.2 AND BT NO.2. 6 GEN NO.2 AND GEN NO.3 AND BT NO.1. 7 GEN NO.2 AND GEN NO.3 AND BT NO.2. 123						
1 THIS TRANSFERS ESSENTIAL BUS LOADS TO THE EMERGENCY GENERATOR, AND BUSES 1, 2, 3, AND 4 ARE ENERGIZED BY THE REMAINING PRIMARY GENERATOR.						
1 IF THE #1 GENERATOR CAUTION LIGHT IS ON AND THE ASSOCIATED CSD LIGHT IS NOT ILLUMINATED. 2 AFTER SETTING SWITCH FOR FAILED GENERATOR UNIT TO RESET-OFF 3 PAUSE FOR A MINIMUM OF ONE SECOND THEN RETURN SWITCH TO ON, 4 THUS COMPLETING THE GENERATOR RESET ATTEMPT. 5 IF AFTER THREE ATTEMPTS THE GENERATOR WILL NOT RESET, SET 6 THE FAILED GENERATOR SWITCH TO RESET-OFF. 7 12 34567						
1 IF THE #2 GENERATOR CAUTION LIGHT IS ON AND THE ASSOCIATED CSD LIGHT IS NOT ILLUMINATED. 2 AFTER SETTING SWITCH FOR FAILED GENERATOR UNIT TO RESET-OFF 3 PAUSE FOR A MINIMUM OF ONE SECOND THEN RETURN SWITCH TO ON, 4 THUS COMPLETING THE GENERATOR RESET ATTEMPT. 5 IF AFTER THREE ATTEMPTS THE GENERATOR WILL NOT RESET, SET 6 THE FAILED GENERATOR SWITCH TO RESET-OFF. 7 1 1						
1 WHEN BOTH GENERATORS ARE RESET.						



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E#	E.ID	TIME	*ACTION-VERB	*CED	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.6.6.001.00	DEPRESS MASTER CAUTION SWITCHLIGHT						123456789		
			1	ANY ONE BUS (BUS NO.1 OR BUS NO.2 OR BUS NO.3 OR BUS NO.4).					
			2	ANY BUS (BUS NO.1 OR BUS NO.2 OR BUS NO.3 OR BUS NO.4).					
			3	ESNTL BUS) AND ANY BUS TIE (BT NO.1 OR BT NO.2).					
			4	BUS NO.1 AND BUS NO.2.					
			5	BUS NO.1 AND BUS NO.3.					
			6	BUS NO.1 AND BUS NO.4.					
			7	BUS NO.2 AND BUS NO.3.					
			8	BUS NO.2 AND BUS NO.4.					
			9	BUS NO.3 AND BUS NO.4.					
20.6.6.002.00	SET VOLTAGE-FREQUENCY SELECTOR TO APPLICABLE BUS					123			
20.6.6.003.00	LAND AS SOON AS PRACTICAL								
20.6.6.004.00	LAND AS SOON AS POSSIBLE								
20.6.7.001.00	ALL CREWMEMBERS EJECT								
20.7.1.001.00	DEPRESS MASTER CAUTION SWITCHLIGHT	2							
20.7.1.002.00	LAND AS SOON AS PRACTICAL								
20.7.1.003.00	LAND AS SOON AS PRACTICAL								
20.7.1.004.00	LAND AS SOON AS POSSIBLE								
20.7.1.005.00	DEPRESS PREPARE TO EJECT SWITCHLIGHT	2							
20.7.1.006.00	ADVISE CREWMEMBERS OF DECISION TO EJECT								
20.7.1.007.00	COMPLETE *BEFORE EJECTION* CHECKLIST								
			1	ANY ONE BUS (BUS NO.1 OR BUS NO.2 OR BUS NO.3 OR BUS NO.4).					
			2	ANY BUS (BUS NO.1 OR BUS NO.2 OR BUS NO.3 OR BUS NO.4).					
			3	ESNTL BUS) AND ANY BUS TIE (BT NO.1 OR BT NO.2).					
			1	BUS NO.1 AND BUS NO.2.					
			2	BUS NO.1 AND BUS NO.3.					
			3	BUS NO.1 AND BUS NO.4.					
			4	BUS NO.2 AND BUS NO.3.					
			5	BUS NO.2 AND BUS NO.4.					
			6	BUS NO.3 AND BUS NO.4.					
			1	COMPLETE LOSS OF ELECTRICAL POWER.					
			1	HYDRAULIC PRESSURE AND QUANTITY FAILURE.					
			1	LOSS OF ONE HYDRAULIC SYSTEM.					
			1	LOSS OF TWO HYDRAULIC SYSTEMS.					
			1	LOSS OF THREE HYDRAULIC SYSTEMS.					
			1	LOSS OF ALL FOUR HYDRAULIC SYSTEMS.					
			2	IF LOSS OF THE FOUR HYDRAULIC SYSTEMS OCCURS DURING FLIGHT,					
			3	THE FLIGHT CONTROL SYSTEM WILL BE INOPERATIVE AND					
			4	CONTROLLED FLIGHT CANNOT BE CONTINUED.					
			1	CHECKLIST REFERS TO *BEFORE EJECTION* CHECKLIST. SEE T.E.					
			2	NUMBER 20.3.6.					
			3	*BEFORE EJECTION* CHECKLIST SHOULD BE ACCOMPLISHED IF TIME					
			4	AND-OR CONDITIONS PERMIT.					



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E#	E-ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE*
20.7.1.008.00	ALL CREWMEMBERS EJECT	3							
20.7.2.001.00	DEPRESS MASTER CAUTION SWITCHLIGHT	2							
20.7.2.002.00	PULL FLIGHT CONTROL STICK DISCONNECT HANDLE								
20.7.2.003.00	MAINTAIN CONTROL OF A-V WITH COPILOT'S STICK THROUGH SCAS								
20.8.1.001.00	DEPRESS MASTER CAUTION SWITCHLIGHT	2							
20.8.1.002.00	SET SMCS MODE SWITCH TO RESET MOMENTARILY AND RETURN TO ON	3							
20.8.1.003.00	SET SMCS MODE SWITCH TO OFF	3							
20.8.2.001.00	MAINTAIN AIR VEHICLE ATTITUDE & AIRSPEED WITHIN SAFE LIMITS	CONT							
20.8.2.002.00	DEPRESS MASTER CAUTION SWITCHLIGHT	2							
20.8.2.003.00	SET PITCH TRIM POWER SWITCH TO ALTER AND RETURN TO NORM	4							
20.8.2.004.00	SET PITCH TRIM POWER SWITCH TO ALTER	3							
20.8.2.005.00	SET PITCH TRIM POWER SWITCH TO STBY	3							

123

INJURY COULD OCCUR IF THE CREWMEMBER IS NOT IN A FIRM UPRIGHT POSITION WITH HEAD AGAINST HEAD REST AND ARMS ON SEAT ARMRESTS WHEN EJECTION IS INITIATED.

1

LOSS OF HYDRAULIC SYSTEMS 2, 3 AND 4.

123

1 WHEN HYDRAULIC SYSTEMS 2, 3, AND 4 HAVE FAILED, THE MASTER CYLINDERS ARE INOPERATIVE IN BOTH PITCH AND ROLL. SCAS IS STILL OPERATIVE.

1234567

LOSS OF ANY THREE HYDRAULIC SYSTEMS SERIOUSLY AFFECTS THE CAPABILITY TO CONTROL THE AIR VEHICLE. CONTINUED FLIGHT CAN BE MAINTAINED ONLY WITH EXTREME CAUTION. A SAFE LANDING UNDER FAVORABLE CONDITIONS CAN BE ACHIEVED BUT MUST BE AT THE PILOT'S DISCRETION. ONLY NECESSARY MANEUVERS SHOULD BE EXERCISED, AND THEN WITH EXTREME CAUTION. WING SWEEP CHANGES CAN BE ACCOMPLISHED WITH PROPER CAUTION.

1

SMCS(STRUCTURAL MODE CONTROL SYSTEM) FAILURE.

1

IF SMCS DOES NOT RESET.

12

THIS IS THE NORMAL METHOD FOR ATTEMPTING TO RESET THE NORMAL PITCH TRIM SYSTEM.

1234

WHEN PITCH TRIM POWER SWITCH IS POSITIONED TO ALTER THE PITCH TRIM CAUTION LIGHT WILL GO OUT, AND WILL NOT ILLUMINATE AGAIN IN CASE OF A MALFUNCTION IN THE ALTERNATE POWER SYSTEM.

34

12

IF IT BECOMES APPARENT THAT THE ALTERNATE POWER SYSTEM HAS FAILED BECAUSE OF NO RESPONSE FROM STICK PITCH TRIM SMS. STICK PITCH TRIM SWITCHES NO LONGER CONTROL PITCH TRIM INPUTS.

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E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.8.2.006.00	SELECT UP OR DDWN DN PILOT'S STBY PITCH SWITCH	CDNT			345		12		
20.8.2.007.00	LAND AS SDON AS PRACTICABLE		1 STICK PITCH TRIM SWITCHES NO LONGER CONTROL PITCH TRIM 2 INPUTS. 3 SELECTION FROM THE OFF POSITION TO THE MOMENTARY UP OR DN 4 POSITION DIRECTS NOSE-UP OR NOSE-DOWN TRIM INPUTS TO THE 5 PITCH SERVOS IN PROPORTION TO THE LENGTH OF TIME HELD.						
20.8.3.001.00	CHECK WING SWEEP HANDLES AND POSITION INDICATOR	3					12		
20.8.3.002.00	SET ALTER WG SWP KNOB TO FWD AND HOLD THEN RELEASE TO HOLD		1 WING SWEEP RUNAWAY IN THE AFT DIRECTION OR FAILURE TO SWEEP 2 FORWARD IN NORMAL MODE. 3 CHECK TO CONFIRM RUNAWAY, IF APPLICABLE. 123456						
20.8.3.003.00	LAND AS SOON AS PRACTICAL		1 HOLD THE ALTERNATE WING SWEEP SELECTOR KNOB IN THE FWD 2 POSITION UNTIL WING HAS REACHED THE DESIRED POSITION, THEN 3 RELEASE SELECTOR KNOB TO HOLD. ACTUATION OF THE MOMENTARY 4 FWD MODE ACTIVATES A RATE CONTROL SYSTEM WHICH WILL DRIVE 5 THE WING FORWARD ONLY IN PROPORTION TO THE LENGTH OF TIME 6 THE SWITCH IS HELD TO FWD.						
20.8.4.001.00	CHECK WING SWEEP HANDLES AND POSITION INDICATORS	3							
20.8.4.002.00	SET ALTER WG SWP KNOB TO HOLD		1 WING SWEEP RUNAWAY IN THE FORWARD DIRECTION. 2 CHECK TO CONFIRM RUNAWAY. 12345						
20.8.4.003.00	LAND AS SOON AS PRACTICAL		1 IN THE ALTERNATE MODE THE WINGS CANNOT BE SWEEP AFT. 2 WHILE IN THE ALTERNATE HOLD MODE THE WINGS CAN BE MOVED 3 FORWARD BY POSITIONING THE SELECTOR KNOB TO FWD AND HOLDING 4 UNTIL THE DESIRED WING POSITION HAS BEEN REACHED, THEN 5 RELEASE SELECTOR KNOB TO HOLD.						
20.8.5.001.00	SET ALTER WG SWP KNOB TO FWD AND HOLD FOR DURATION OF FLIGHT	CONT					1		
20.8.5.002.00	LAND AS SOON AS POSSIBLE		1 WING WILL NOT MAINTAIN FULL FORWARD SWEEP. 2 ACTUATION OF THE ALTERNATE WING SWEEP SWITCH TO THE FWD 3 MODE ACTIVATES A RATE CONTROL SYSTEM WHICH WILL DRIVE THE 4 WING FORWARD ONLY IN PROPORTION TO THE LENGTH OF TIME THE 5 SWITCH IS HELD TO FWD.						

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E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.9.1.001.00	SET FUEL DUMP SWITCH TO DUMP				34		12		
20.9.1.002.00	SET WING SWEEP HANDLES FORWARD OF 45 DEGREES	3							
20.9.1.003.00	CHECK BOTH APUS ARE RUNNING								
20.9.1.004.00	SET SWITCHES FOR GENERATORS TO RESET-OFF AND ON	9							
20.9.1.005.00	CHECK CENTER-OF-GRAVITY IS WITHIN LANDING LIMITS								
20.9.1.006.00	SET WING SWEEP HANDLES AT 20 DEGREES MAXIMUM	3							
20.9.1.007.00	EXTEND WING SLATS AND FLAPS FOR LANDING								
20.9.1.008.00	SET LANDING GEAR CONTROL HANDLE TO DOWN								
20.9.1.009.00	FLY THE APPROACH AT NORMAL SPEED PLUS 25 KIAS								
20.9.1.010.00	LAND AS SOON AS POSSIBLE								
20.9.2.001.00	CHECK AIRSPEED IS BELOW 250 KIAS				45		123		
20.9.2.002.00	CHECK HYDRAULIC SYSTEMS PRESSURE								
20.9.2.003.00	OBTAIN VISUAL CONFIRMATION OF LOG GR BY CHASE PLANE OR TOWER								
20.9.2.004.00	CHECK AIRSPEED IS BELOW 190 KIAS								
20.9.2.005.00	SET ALTERNATE LANDING GEAR CONTROL SWITCH TO THE DOWN POSN								

1 LOSS OF POWER ON ENGINES ARBITRARILY ASSUMED TO BE DROP IN CORE RPM.  
2 OUMP FUEL AS REQUIRED UNTIL GROSS WEIGHT IS LESS THAN THE MAXIMUM RECOMMENDED FOR A THREE-ENGINES-INOOPERATIVE LOG.

1 AFTER SETTING SWITCH FOR EACH GENERATOR TO RESET-OFF PAUSE FOR A MINIMUM OF ONE SECOND THEN RETURN SWITCH TO ON, THUS COMPLETING THE GENERATOR RESET PROCEDURE.

1 LOG GR HANDLE WARNING LIGHT ILLUMINATED AND/OR LOG GR DOWNLOCK INDICATION LIGHTS DO NOT ILLUMINATE INDICATING THE RESPECTIVE LOG GR IS NOT DOWN AND LOCKED.  
2 IF AFTER 15 SECONDS FOLLOWING PLACEMENT OF LDG GR HANDLE TO THE DOWN POSITION, THE LOG GR IS NOT DOWN AND LOCKED.



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E#	E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.9.3.006.00	YAW A-V IN DIRECTION OF MAIN GEAR THAT IS NOT DN & LOCKED				123456				
			1 CAUTION: OBSERVE YAW LIMITS FOR AIR VEHICLE CONFIGURATION 2 AND GROSS WEIGHT. 3 FAULTY GEAR WILL NOT EXTEND EVEN AFTER THE AIR VEHICLE HAS 4 BEEN YAWED. 5 SEE T.E. 20.9.3.12 IF THE FAULTY GEAR EXTENDED WHEN THE 6 AIR VEHICLE WAS YAWED.						
20.9.3.007.00	SET LANDING GEAR CONTROL TO THE UP POSITION								
			1 IF LANDING GEAR WILL NOT RETRACT, SEE T.E. 20.9.3.9.						
20.9.3.008.00	BELLY LAND AIR VEHICLE								
			1 ALL LANDING GEAR IN RETRACTED POSITION.						
20.9.3.009.00	FLY TOUCH-AND-GO LANDING DN EXTENDED GEAR								
			1 FAULTY GEAR WILL NOT EXTEND EVEN AFTER TOUCH-AND-GO LANDING 2 HAS BEEN PERFORMED. 3 SEE T.E. 20.9.3.12 IF THE FAULTY GEAR EXTENDED AFTER TOUCH- 4 AND-GO LANDING WAS PERFORMED.						
20.9.3.010.00	FLY A STRAIGHT-IN PATTERN AND TO KEEPING WINGTIP HIGH								
			1 USE OPPOSITE BRAKING AND NOSEWHEEL STEERING (IF POSSIBLE) 2 WHILE KEEPING WINGTIP ABOVE RUNWAY UNTIL WING *FALLS OFF. 3 NATURALLY.						
20.9.3.011.00	FLY A STRAIGHT-IN PATTERN AND TOUCHDOWN AT MINIMUM SINK RATE								
			1 BOTH MAIN GEAR ARE DOWN AND LOCKED BUT THE NOSE GEAR IS 2 RETRACTED.						
20.9.3.012.00	LAND AS SOON AS PRACTICAL								
20.9.4.001.00	CHECK NOSEWHEEL STEERING CAUTION LIGHT								
			1 NOSEWHEEL STEERING SYSTEM HAS FAILED.						
20.9.4.002.00	MOVE NOSEWHEEL STEERING ENGAGE SWITCH TO ENGAGE AND HOLD								
			1 NOSEWHEEL STEERING ENGAGE SWITCH SHOULD BE HELD ENGAGED.						
20.9.4.003.00	USE DIFFERENTIAL BRAKING AND STOP THE AIR VEHICLE								
			1 IF NOSEWHEEL STEERING SYSTEM IS INOPERATIVE.						

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E#

E.I.O	TIME	*ACTION-VERB	*CLO	*COMP-CUE	*IO	*INIT-CUE	*OPERATOR	*TE#
20.9.4.004.00		DEPRESS NOSEWHEEL STEERING ENGAGE SWITCH TO DISENG AND HOLD		12				
20.9.4.005.00		USE DIFFERENTIAL BRAKING AS REQUIRED	1 2					
20.9.4.006.00		CHECK THAT READY-NWS LIGHT IS OUT						
20.9.4.007.00		DEPRESS COPILOT NWS ENGAGE SWITCH TO DISENGAGE AND HOLD	1 2					
20.9.4.008.00		USE DIFFERENTIAL BRAKING AS REQUIRED AND STOP THE AIR-VEH	1 2					
20.9.4.009.00		DEPRESS NOSEWHEEL STEERING SWITCH TO ENGAGE AND HOLD	1 2					
20.9.4.010.00		USE DIFFERENTIAL BRAKING AND STOP THE AIR VEHICLE	1 2					
20.9.5.001.00		CHECK ANTISKID SWITCH IS ON	1 2					
20.9.5.002.00		CHECK EMERGENCY BRAKE SWITCH IS OFF	1 2					
20.9.5.003.00		LAND AIR VEHICLE AND BRAKE CAUTIOUSLY	1 2					
20.9.6.001.00		SET FUEL DUMP SWITCH TO DUMP	1					
20.9.6.002.00		SET CG MODE SELECT SW TO MAXIMUM AFT ALLOWABLE POSITION	1					
20.9.6.003.00		LAND A-V AND HOLD NOSE GEAR OFF RUNWAY AS LONG AS POSSIBLE	1					

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E#	E.ID	TIME	*ACTION-VERB	*C&O	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.9.6.004.00	DEPRESS NOSEWHEEL STEERING ENGAGE SWITCH TO ENGAGE AND HOLD				12				
20.9.6.005.00	USE NOSEWHEEL STEERING AND DIFFERENTIAL BRAKING								
20.9.7.001.00	SET FUEL DUMP SWITCH TO DUMP								
20.9.7.002.00	USE NORMAL APPROACH & LAND A-V BUT DO NOT DEPLOY SPO BRAKES								
20.9.8.001.00	SET FUEL DUMP SWITCH TO DUMP								
20.9.8.002.00	DEPRESS APU FIRE SWITCHES								
20.9.8.003.00	SET THE ENGINES IGNITION SWITCH TO OFF								
20.9.8.004.00	FLY A STRAIGHT-IN PATTERN AND TOUCHDOWN AT MINIMUM SINK RATE								

*ID	*INIT-CUE	*OPERATOR	*TE#
1	AS NOSE GEAR TOUCHES DOWN, PLACE NOSEWHEEL STEERING ENGAGE SWITCH AT STEER ENGAGE, AND HOLD.		
2			
1	STEER ENGAGE-DISENGAGE SWITCH IS HELD IN THE ENGAGE POSN. NOSEWHEEL STEERING AND DIFFERENTIAL BRAKING SHOULD BE USED TO MAINTAIN DIRECTIONAL CONTROL. BRAKING SHOULD BE MINIMUM CONSISTENT WITH THE REMAINING RUNWAY DISTANCE.		
2			
3			
4			
5	AFTER CLEARING THE ACTIVE RUNWAY, STOP THE AIR VEHICLE. DO NOT TAXI.		
6			
1	DUMP FUEL TO REDUCE AIR VEHICLE WEIGHT AND TOUCHDOWN SPEED.		
2			
1	DURING LANDING APPLY OPPOSITE STICK TO MINIMIZE WEIGHT ON GEAR WITH FAILED TIRE OR TIRES AS LONG AS POSSIBLE.		
2			
3	AFTER TOUCHDOWN LOWER NOSE GEAR TO RUNWAY AS SOON AS PRACTICAL. USE NOSEWHEEL STEERING TO KEEP AIR VEHICLE ON RUNWAY.		
4			
5	AFTER CLEARING THE ACTIVE RUNWAY, STOP THE AIR VEHICLE. DO NOT TAXI.		
6			
7			
1	ALL THREE LANDING GEARS ARE RETRACTED.		
2	DUMP FUEL TO REDUCE AIR VEHICLE WEIGHT AND TOUCHDOWN SPEED.		
1	BOTH APU FIRE BUTTONS SHOULD BE DEPRESSED PRIOR TO LANDING.		
2	THESE BUTTONS CLOSE THE APU FIREWALL SHUTOFF VALVES.		
1	KEEP TOUCHDOWN ANGLE TO A MINIMUM TO LESSEN PITCHDOWN AT		
2	NACELLE CONTACT.		



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E#

E.ID	TIME	*ACTION-VERB	*C&D	*COMP-CUE	*ID	*INIT-CUE	*OPERATOR	*TE#
20.9.8.005.00		DEPRESS ENGINE FIRE SWITCHLIGHTS AFTER TOUCHDOWN		12345678				
20.9.8.006.00		SET GENERATOR SWITCHES TO OFF						
20.9.8.007.00		SET BATTERY SWITCH TO OFF						
20.9.8.008.00		PULL WINDOW AND ESCAPE HATCH SEVERANCE HANDLES AS REQUIRED						
20.9.8.009.00		ABANDON THE AIR VEHICLE						
20.9.9.001.00		ALERT CREW USING ICS CALL BUTTON						
20.9.9.002.00		SET FUEL DUMP SWITCH TO DUMP						
20.9.9.003.00		CHECK OXYGEN MASKS ON AND OXYGEN REGULATORS AT 100 PER CENT						
20.9.9.004.00		SET WING SWEEP HANDLES TO OPTIMUM ANGLE FOR PITCHING						
20.9.9.005.00		EXTEND SLATS BY POSITIONING HANDLE TO 1ST DETENT						
20.9.9.006.00		EXTEND FLAPS BY RELEASING LOCK LEVER UNDER HANDLE TOP						
20.9.9.007.00		CHECK LANDING GEAR HANDLE IS UP						
20.9.9.008.00		ESTABLISH AN ANGLE OF ATTACK FOR MINIMUM SINK RATE						
20.9.9.009.00		NOTIFY CREW 5 SECONDS BEFORE IMPACT OF IMPACT WARNING						

1 ALL FOUR ENGINE FIRE SWITCHLIGHTS SHOULD BE DEPRESSED AFTER TOUCHDOWN. THESE SWITCHES SHUT OFF THE ENGINE FIREWALL FUEL VALVES. DO NOT SIMULTANEOUSLY DEPRESS MORE THAN ONE FIRE BUTTON ON EITHER SIDE OF FIRE WARNING AND EXTINGUISHING TEST SWITCH. DUE TO INTERLOCKS, THE THREE FIRE BUTTONS ON EITHER SIDE OF THE TEST SWITCH MUST BE PUSHED ONE AT A TIME WITH A PAUSE BETWEEN EACH BUTTON ACTIVATION. IF THE PAUSE IS NOT OBSERVED, THE FUEL SHUTOFF VALVES MAY NOT FULLY CLOSE

1 1 PULL AS REQUIRED.

125

1 IT IS NOT INTENDED THAT DITCHING BE PERFORMED; HOWEVER, IF A WATER LANDING IS UNAVOIDABLE THEN DITCHING PROCEDURES SHOULD BE FOLLOWED.

1 DUMP FUEL TO REDUCE AIR VEHICLE WEIGHT AND TOUCHDOWN SPEED.

1 AIRSPEED IS LESS THAN 250 KIAS.

1 FLAP-SLAT CONTROL HANDLE IS EXTENDED AS FOR NORMAL LANDING.

1 PILOT GIVES 'BRACE FOR IMPACT' WARNING 5 SECONDS BEFORE IMPACT.

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E#

\*TE#

\*OPERATOR

\*INIT-CUE

\*ID

\*COMP-CUE

\*C&D

\*ACTION-VERB

TIME

E.10

MAINTAIN CONSTANT  
ANGLE OF ATTACK TO  
TOUCHDOWN

I2

20.9.9.010.00

1 DO NOT FLARE AIR VEHICLE. MAINTAIN CONSTANT ANGLE-OF-ATTACK  
2 TO TOUCHDOWN.

PULL WINDOW AND  
ESCAPE HATCH  
SEVERANCE HANDLES AS  
REQUIRED

20.9.9.011.00

1 PULL AS REQUIRED.

ABANDON THE AIR  
VEHICLE

20.9.9.012.00